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TITLE 12—BANKS AND BANKING

Chapter II—Federal Reserve System

Subchapter A—Board of Governors of the Federal Reserve System

[Reg. X]

PART 225—RESIDENTIAL REAL ESTATE CREDIT

INTERPRETATIONS

Sec.

AUTHORITY: §§ 225.106 to 225.109, issued under Pub. Law 774, 81st Cong., E. O. 10161, Sept. 9, 1950, 15 F. R. 6105.

§ 225.106 *Painting, reroofing and repairs as "major improvement".* It is the Board's view that painting, reroofing, and repairs constitute a "major improvement", within the meaning of § 225.2 (g), if their cost exceeds $2,500.

§ 225.107 *Sale of new residence subject to pre-effective date indebtedness.* Inquiries have been received regarding the application of this part to a sale of residential property on which there is new construction, where the vendee assumes, or takes the property subject to, indebtedness secured by a mortgage on the property and such indebtedness exceeds the maximum loan value of the property but evidences credit extended prior to October 12, 1950, the effective date of this part.

This part does not prohibit such a sale or require that the indebtedness be reduced to the maximum loan value of the property. Under the definition contained in § 225.2 (d), such a sale constitutes an extension of credit by the vendor of the property; but, even though the vendor may be a Registrant, the sale is not prohibited by this part because the provisions of § 225.4 (a) (6), which deal specifically with such transactions, prohibit a sale only "if the amount of outstanding credit (including any credit exempt from, or not subject to the prohibitions of, this part) which was extended after the effective date of this part with respect to the property exceeds, or as a result of such sale or transfer would exceed, the applicable maximum loan value of such property, or if any outstanding real estate construction credit (subject to and not exempt from this part) with respect to such property does not conform with the provisions of this part." However, any additional extension of credit by a Registrant (including the vendor if he is a Registrant) in connection with such a sale would be prohibited by § 225.4 (a) (1).

For example, in a sale of residential property on which there is new construction where the bona fide sale price is $12,000, and the vendee pays $2,000 for the equity of redemption and assumes, or takes such property subject to, a $10,000 mortgage which evidences credit extended prior to October 12, it is not necessary that the $10,000 mortgage be rewritten to conform with this part. However, no part of the $2,000 paid by the vendee for the equity of redemption may be borrowed from a Registrant because the amount of credit outstanding with respect to the property already exceeds the maximum loan value of the property.

§ 225.108—*Allowance for labor.* Inquiries have been received under § 225.2 (i) (2) (ii) where the facts are these: A prospective borrower owns a vacant lot on which he, with the help of his family and friends, will perform the necessary labor to build a residence. He applies to a Registrant for credit to be secured by a mortgage upon the residential property, the proceeds of the loan to be used to pay for materials used in the new construction. The question is: How does a Registrant determine the "value" of the residential property?

If the entire cost of the property has been incurred by the prospective borrower not more than 12 months prior to the extension of credit or is to be incurred by him after such extension of credit, the "value" is the bona fide cost of the property to the borrower, including a bona fide estimate of the cost of completing the new construction. It is the view of the Board that a reasonable bona fide estimate of the value of the labor to be performed by the prospective borrower, his family, and friends may be included in the "bona fide estimate of

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FEDERAL REGISTER

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CODIFICATION GUIDE

A numerical list of the parts of the Code of Federal Regulations affected by documents published in this issue. Proposed rules, as opposed to final actions, are identified as such.

the cost of completing new construction".

If the lot has been purchased or any other part of the cost of the property has been incurred by the prospective borrower more than 12 months prior to the extension of credit, or if any part of such property has been acquired by gift, exchange, or inheritance, the "value" shall be the appraised value as determined in good faith by the Registrant.

§ 225.109 *Mixed purpose loans.* Inquiries have been received regarding the application of this part to extensions of credit for mixed purposes. For example, a prospective borrower applies to a Registrant for a loan to be secured by a mortgage on residential property on which there is no new construction. A part of the loan is for the purpose of financing a major addition to the residence which will cost $8,000, and $2,000 of the loan will be used (a) to retire an

existing mortgage on the property, or (b) to retire outstanding indebtedness not secured by a mortgage on the property, or (c) for some other purpose which would not make the loan subject to this part. The question is: How much credit can the Registrant extend and on what terms?

It is the view of the Board that in such cases this part requires that the amount and terms of the loan shall be such as would result if the loan were divided into two or more parts on the basis of the purposes of the loan and each part were treated as if it stood alone; and the amount and terms of the loan would comply with this part if they satisfied the requirements of the part applicable to that portion which is subject to this part.

By way of illustration, in each of the examples set forth above, the maximum amount of credit permitted by this part would be $8,450, that is, $6,450 (the maximum loan value of the $8,000 major addition) plus $2,000. The maturity and amortization of that portion ($6,450) which is subject to this part would have to conform with the provisions of § 225.7; or, in other words, the payments on the loan would have to be such as to repay $6,450 of the loan within the time and at the rate required by § 225.7.

The same principles apply in the case of a loan secured by a mortgage on farm property where part of the loan is for the purpose of financing the construction of a residence on such property and the remainer of the loan is for purposes which would not make the loan subject to this part.

BOARD OF GOVERNORS OF THE FEDERAL RESERVE SYSTEM,
[SEAL] S. R. CARPENTER,
Secretary.

[F. R. Doc. 50-9731; Filed, Nov. 2, 1950; 8:45 a. m.]

TITLE 15—COMMERCE AND FOREIGN TRADE

Chapter III—Bureau of Foreign and Domestic Commerce, Department of Commerce

Subchapter C—Office of International Trade

[5th Gen. Rev. of Export Regs., Amdt. P. L. 22]

PART 399—POSITIVE LIST OF COMMODITIES AND RELATED MATTERS

ADDITIONS TO LIST

Section 399.1 Appendix A—*Positive List of Commodities* is amended in the following particulars:

1. The following commodities are added to the Positive List:

Dept. of Commerce Schedule B No.	Commodity	Unit	Processing code and related commodity group	GLV dollar value limits	Validated license required
511300	Medicinal and pharmaceutical preparations: White mineral oil, medicinal grade (report commercial grade in 505900).	Gal...	PETR	100	RO

This part of the amendment shall become effective as of October 27, 1950.

2. The following commodities are added to the Positive List:

Dept. of Commerce Schedule B No.	Commodity	Unit	Processing code and related commodity group	GLV dollar value limits	Validated license required
504200	Petroleum and products: Petrolatum and petroleum jelly (all grades).....	Lb....	PETR	25	RO

This part of the amendment shall become effective as of 10:00 a. m., e. s. t., November 1, 1950, except that shipments of the above commodities, removed from general license to Country Group R and O destinations by this part of the amendment, which were laden aboard an exporting carrier prior to this effective date may be exported under the previous general license provisions.

(Sec. 3, 63 Stat. 7; 50 U. S. C. App. Sup., 2023. E. O. 9630, Sept. 27, 1945, 10 F. R. 12245, 3 CFR, 1945 Supp.; E. O. 9919, Jan. 3, 1948, 13 F. R. 59, 3 CFR, 1948 Supp.)

LORING K. MACY,
Deputy Director,
Office of International Trade.

[F. R. Doc. 50-9818; Filed, Nov. 1, 1950; 4:55 p. m.]

Chapter VII—Committee for Reciprocity Information

PART 702—WRITTEN PRESENTATION OF VIEWS

NUMBER OF COPIES

Executive Order 10170, issued October 12, 1950 (15 F. R. 6901), amended Executive Order 10082, issued October 5, 1949 (14 F. R. 6105), to provide that the Secretary of the Interior shall be represented on the Committee for Reciprocity Information. The required number of copies of views in writing is therefore increased to eleven and § 702.2 is amended to read as follows:

§ 702.2 *Number of copies.* Written views must be submitted in not less than eleven copies.

(Sec. 4, 48 Stat. 945, sec. 5, Pub. Law 307, 81st Cong.; 19 U. S. C. 1354. E. O. 10082, Oct. 5, 1949, 14 F. R. 6105, E. O. 10170, Oct. 12, 1950, 15 F. R. 6901; 3 CFR, 1949 Supp.)

NOTE: For amendment to statement of organization and functions of the Committee for Reciprocity Information, see Notices section, *infra*.

By direction of the Committee for Reciprocity Information this 1st day of November 1950.

EDWARD YARDLEY,
Executive Secretary.

[F. R. Doc. 50-9740; Filed, Nov. 2, 1950; 8:50 a. m.]

TITLE 38—PENSIONS, BONUSES, AND VETERANS' RELIEF

Chapter I—Veterans' Administration

PART 4—DEPENDENTS AND BENEFICIARIES CLAIMS

DEATH PENSION OR COMPENSATION PAYABLE SOLELY BY VIRTUE OF CERTAIN AMENDATORY LAWS

In § 4.77, paragraph (d) (1) is amended and a new paragraph (f) is added as follows:

§ 4.77 *Death pension or compensation payable solely by virtue of certain amendatory laws.* * * *

(d) *Death pension or compensation payable solely by virtue of Public Law 195, 81st Congress*—(1) *General.* Notwithstanding the provisions of any other law which prescribes the effective date of awards of death pension or compensation, in the case of any claimant for death pension or compensation under laws administered by the Veterans' Administration who was receiving a current pension or compensation on August 1, 1949, whose claim arose with respect to the death of a member or former member of the Armed Forces on or after December 7, 1941, and who was unable to file claim by reason of being interned by a country with which the United States was at war or was otherwise prevented from filing such claim by action of such country, the award of death pension or compensation shall be adjusted so as to be effective as of the date the award would have been effective had claim been filed on the date of death: *Provided*, That claim shall be filed prior to August 2, 1950: *Provided further*, That the provisions of this law shall apply only where the pension or compensation which was being paid on August 1, 1949, was based on a claim filed not later than one year after the date set forth in subdivisions (i) or (ii) of this subparagraph, or one year after the date postal facilities became feasibly available, whichever is the later: *Provided*, That where the claim was filed more than one year after such specific date, the burden of proof shall be upon the claimant to establish affirmatively that the date of filing of the claim was within one year from the date postal facilities became feasibly available:

(i) In Philippine Island cases, July 4, 1945.

(ii) In other cases, the date of termination of hostilities in the country in which the claimant was residing.

* * * * *

(f) *Public Law 573, 81st Congress.* The date of commencement of original awards of death pension or compensation payable solely as a result of the provisions of Public Law 573, 81st Congress, shall be the day following the date of the Veteran's death or June 23, 1950, whichever is the later, if claim is filed within one year after the date of death; otherwise from the date of filing claim: *Provided, however,* That as to claims reviewed under this law, where the person entitled was not in receipt of pension on June 23, 1950, the commencing date shall be June 23, 1950, if a claim is filed within one year from the date of notification of entitlement to benefits under this act. Where a payee who is in receipt of pension on June 23, 1950, is entitled to compensation solely by virtue of the provisions of this act, the allowance of compensation shall be effective June 23, 1950, without the filing of a new claim. A claim pending on June 23, 1950, shall be considered a claim under this act.

(Sec. 5, 43 Stat. 608, as amended, sec. 2, 46 Stat. 1016, sec. 7, 48 Stat. 9; 38 U. S. C. and Sup. 11a, 426, 707. Interprets or applies 57 Stat. 558, sec. 1-4, 58 Stat. 107, sec. 2, 62 Stat. 628, 63 Stat. 484, Part I, Vet. Reg. 1 (a), as amended, Par. VIII, Vet. Reg. 10, as amended; 38 U. S. C. 731, 731 note, 364a, g, b, 365, 370, 346j, 744, ch. 12 note)

This regulation effective November 3, 1950.

[SEAL] O. W. CLARK,
Deputy Administrator.

[F. R. Doc. 50-9698; Filed, Nov. 2, 1950; 8:45 a. m.]

TITLE 50—WILDLIFE

Chapter I—Fish and Wildlife Service, Department of the Interior

Subchapter C—Management of Wildlife Conservation Areas

PART 20—GAME RANGES

PART 21—NATIONAL WILDLIFE REFUGES

SPECIMENS FOR SCIENTIFIC, EXHIBITION, OR PROPAGATING PURPOSES

Basis and purpose: The Migratory Bird Conservation Act provides that specimens of wildlife, other than migratory waterfowl, may be taken on National Wildlife Refuges and Game Ranges for scientific purposes only under permit of the Secretary of the Interior. All other scientific permits may be issued by the Director, Fish and Wildlife Service. In order to provide for uniformity, to promote efficiency, and to eliminate the necessity of the issuance of two separate permits to a single individual, it is desirable that all such permits be issued by the Director, Fish and Wildlife Service.

Inasmuch as the following amendments to the regulations are relaxations of the requirement that scientific collecting permits be issued by the Secretary of the Interior, publication prior to the effective date thereof is not required (60 Stat. 237, 5 U. S. C. 1001 et seq.).

Effective upon publication of this document in the FEDERAL REGISTER, §§ 20.4 and 21.61 are hereby revised to read as follows:

§ 20.4 *Specimens for scientific, exhibition, or propagating purposes.* Specimens of plant and animal life or other natural objects on any range, or refuge, within a grazing district, may be taken for scientific, exhibition, or propagating purposes, under special permit issued by the Director, but no such permit shall be deemed to authorize the taking possession, transportation, or sale of any wildlife, or the nests or eggs of birds, contrary to State or Federal law.

§ 21.61 *Scientific specimens.* Specimens of plant and animal life or other natural objects, including the nests and eggs of birds, may be taken in any refuge for scientific, exhibition, restocking, or propagating purposes under special permit issued by the Director, but no such permit shall be deemed to authorize the taking, posesssion, transportation, or sale of any wildlife, or of the nests or eggs of birds, contrary to State law.

(Sec. 6, 45 Stat. 1223, as amended; 16 U. S. C. 715e. Interpret or apply sec. 10, 45 Stat. 1224; 16 U. S. C. 715i)

Dated: October 26, 1950.

DALE E. DOTY,
Acting Secretary of the Interior.

[F. R. Doc. 50-9729; Filed, Nov. 2, 1950; 8:49 a. m.]

PROPOSED RULE MAKING

HOUSING AND HOME FINANCE AGENCY

Home Loan Bank Board

[24 CFR, Part 123]

[No. 3607]

MEMBERS OF BANKS

HOLDINGS OF CASH AND OBLIGATIONS OF THE U. S. BY MEMBERS

OCTOBER 30, 1950.

Resolved that pursuant to Part 108 of the general regulations of the Home Loan Bank Board (24 CFR Part 108), an amendment to the regulations for the Federal Home Loan Bank System (24 CFR Subchapter B) inserting a new § 123.12 between § 123.9 and § 123.15 thereof, is hereby proposed in the form hereinafter set forth, to be effective December 27, 1950.

Resolved further that a hearing will be held on December 4, 1950, at 10 o'clock in the forenoon in Room 827, Federal Home Loan Bank Board Building, 101 Indiana Avenue, NW., Washington, D. C., before the Home Loan Bank Board, a member thereof, or a hearing officer designated by the Board, for the purpose of receiving evidence, oral views and arguments on said proposed amendment of the regulations for the Federal Home Loan Bank System, if written notice of intention to appear at said hearing is received by the Secretary to the Home Loan Bank Board at least five days before said date. If no such written notice of intention to appear has been received by the Secretary to the Board at least five days before the date set for the hearing, the hearing will be dispensed with. Whether or not a hearing is held, written data, views or arguments on the said proposed amendment which are received by the Secretary to the Home Loan Bank Board on or before November 29, 1950, or prior to the conclusion of the hearing, if held, will be considered by the Home Loan Bank Board in connection with its consideration of the proposed amendment of the said regulations.

§ 123.12 *Holdings of cash and obligations of the United States by members.* No member insurance company shall make or purchase any loan, other than loans on the company's insurance policies, at any time when the aggregate of its cash and obligations of the United States is not at least equal to 6 percent of its policy reserve required by state law. No other member shall make or purchase any loan, other than advances on the sole security of its withdrawable accounts, at any time when its cash and obligations of the United States are not at least equal to 6 percent of the obligation of the member on withdrawable accounts. For the purposes of this section: (a) A loan shall be deemed to have been made as of the date of the note or bond evidencing the same, and a loan shall be deemed to have been purchased as of the date of payment therefor; (b) the term "cash" shall mean cash on hand, and cash on deposit in banks, including Federal Home Loan Banks, which is not pledged as security for indebtedness; and (c) the term "obligations of the United States" shall mean all unpledged evidences of indebtedness issued by the United States and all unpledged evidences of indebtedness issued by any agency or instrumentality of the United States which are by statute fully guaranteed as to principal and interest by the United States.

(Sec. 17, 47 Stat. 736, Pub. Law No. 576, 81st Cong., appr. June 27, 1950; Reorg. Plan No. 3, 1947, 12 F. R. 4981, 3 CFR 1947 Supp., 61 Stat. 954, 12 U. S. C. 1437, 5 U. S. C. 133y-16)

By the Home Loan Bank Board.

[SEAL] J. FRANCIS MOORE,
Secretary.

[F. R. Doc. 50-9780; Filed, Nov. 2, 1950; 8:52 a. m.]

[24 CFR, Part 145]

[No. 3608]

OPERATIONS

SUPERVISORY EXAMINATIONS; AUDITS

OCTOBER 30, 1950.

Resolved that pursuant to Part 108 of the general regulations of the Home Loan Bank Board (24 CFR, Part 108), amendments to the rules and regulations for the Federal Savings and Loan System (24 CFR, Subchapter C) amending §§ 145.24 and 145.25 (24 CFR 145.24, 145.25) thereof to read in the form hereinafter set forth, are hereby proposed.

Resolved further that a hearing will be held on December 4, 1950 at 10 o'clock in the forenoon in Room 827, Federal Home Loan Bank Board Building, 101 Indiana Avenue NW., Washington, D. C., before the Home Loan Bank Board, a member thereof, or a hearing officer designated by the Board, for the purpose of receiving evidence, oral views and arguments on said proposed amendments of the rules and regulations for the Federal Savings and Loan System, if written notice of intention to appear at said hearing is received by the Secretary to the Home Loan Bank Board at least five days before said date. If no such written notice of intention to appear has been received by the Secretary to the Board at least five days before the date set for the hearing, the hearing will be dispensed with. Whether or not a hearing is held, written data, views or arguments on said proposed amendments which are received by the Secretary to the Home Loan Bank Board on or before November 29, 1950, or prior to the conclusion of the hearing, if held, will be considered by the Home Loan Bank Board in connection with its consideration of the proposed amendments of the said rules and regulations.

§ 145.24 *Supervisory examinations.* Each Federal association shall be examined periodically by the Board, with appraisals when deemed advisable, in accordance with general policies from time to time established by resolution of the Board.

§ 145.25 *Audits.* A Federal association shall be audited periodically by auditors and in a manner satisfactory to the Board, and may be audited at any time by the Board. A Federal association shall promptly file with the Board, through the Federal home loan bank of which it is a member, two copies of every audit, other than audits made by the Board, certified by the auditor. The examination of a Federal association made pursuant to the provisions of § 145.24 shall include an audit unless the association has been audited within the 12-month period immediately preceding the date of such examination or within the period that has elapsed since the last preceding supervisory examination, whichever is greater.

(Sec. 5 (a), 48 Stat. 132, Reorg. Plan No. 3 of 1947, 12 F. R. 4981, 3 CFR 1947 Supp. 61 Stat. 954; 12 U. S. C. 1464 (a), 5 U. S. C. 133y-16)

By the Home Loan Bank Board.

[SEAL] J. FRANCIS MOORE, *Secretary.*

[F. R. Doc. 50-9781; Filed, Nov. 2, 1950; 8:52 a. m.]

[24 CFR, Part 145]

[No. 3606]

OPERATIONS

CASH AND GOVERNMENT OBLIGATIONS

OCTOBER 30, 1950.

Resolved that pursuant to Part 108 of the general regulations of the Home Loan Bank Board (24 CFR, Part 108), an amendment to the rules and regulations for the Federal Savings and Loan System (24 CFR, Subchapter C) inserting a new § 145.8–2 between § 145.8–1 and § 145.9 thereof, is hereby proposed in the form hereinafter set forth, to be effective December 27, 1950.

Resolved further that a hearing will be held on December 4, 1950, at 10 o'clock in the forenoon in Room 827, Federal Home Loan Bank Board Building, 101 Indiana Avenue NW., Washington, D. C., before the Home Loan Bank Board, a member thereof, or a hearing officer designated by the Board, for the purpose of receiving evidence, oral views and arguments on said proposed amendment of the rules and regulations for the Federal Savings and Loan System, if written notice of intention to appear at said hearing is received by the Secretary to the Home Loan Bank Board at least five days before said date. If no such written notice of intention to appear has been received by the Secretary to the Board at least five days before the date set for the hearing, the hearing will be dispensed with. Whether or not a hearing is held, written data, views or arguments on said proposed amendment which are received by the Secretary to the Home Loan Bank Board on or before November 29, 1950, or prior to the conclusion of the hearing, if held, will be considered by the Home Loan Bank Board in connection with its consideration of the proposed amendment of the said rules and regulations.

§ 145.8–2 *Cash and government obligations.* A Federal association shall not make or purchase any loan, other than advances on the sole security of its savings accounts, at any time when its cash and obligations of the United States are not at least equal to 6 percent of the association's capital. For the purposes of this section: (a) A loan shall be deemed to have been made as of the date of the note or bond evidencing the same, and a loan shall be deemed to have been purchased as of the date of payment therefor; (b) The term "cash" means cash on hand, and cash on deposit in banks, including Federal Home Loan Banks, which is not pledged as security for indebtedness; and (c) The term "obligations of the United States" means all unpledged evidences of indebtedness issued by the United States and all unpledged evidences of indebtedness issued by any agency or instrumentality of the United States which are by statute fully guaranteed as to principal and interest by the United States.

(Sec. 5 (a), 48 Stat. 132; Reorg. Plan No. 3 of 1947, 12 F. R. 4981, 3 CFR 1947 Supp., 61 Stat. 954; 12 U. S. C. 1464 (a), 5 U. S. C. 133y-16)

By the Home Loan Bank Board.

[SEAL] J. FRANCIS MOORE, *Secretary.*

[F. R. Doc. 50-9779; Filed, Nov. 2, 1950; 8:52 a. m.]

[24 CFR, Part 163]

[No. 3609]

OPERATIONS

EXAMINATIONS; EXAMINATION AND AUDIT; COST OF SAME

OCTOBER 30, 1950.

Resolved that pursuant to Part 108 of the general regulations of the Home Loan Bank Board (24 CFR Part 108), an amendment to the rules and regulations for Insurance of Accounts (24 CFR Subchapter C) amending § 163.17 (24 CFR 163.17) thereof to read in the form hereinafter set forth, is hereby proposed.

Resolved further that a hearing will be held on December 4, 1950, at 10 o'clock in the forenoon in Room 827, Federal Home Loan Bank Board Building, 101 Indiana Avenue NW., Washington, D. C., before the Home Loan Bank Board, a member thereof, or a hearing officer designated by the Board, for the purpose of receiving evidence, oral views and arguments on said proposed amendment of the rules and regulations for insurance of accounts, if written notice of intention to appear at said hearing is received by the Secretary to the Home Loan Bank Board at least five days before said date. If no such written notice of intention to appear has been received by the Secretary to the Board at least five days before the date set for the hearing, the hearing will be dispensed with. Whether or not a hearing is held, written data, views or arguments on said proposed amendment which are received by the Secretary to the Home Loan Bank Board on or before November 29, 1950, or prior to the conclusion of the hearing, if held, will be considered by the Home Loan Bank Board in connection with its consideration of the proposed amendment of the said rules and regulations.

§ 163.17 *Examinations; examination and audit; cost of same.* For the protection of its insured members and other insured institutions each insured institution shall maintain safe and sound management, pursue financial policies that are safe and consistent with economical home financing and the purposes of insurance of accounts and shall be examined periodically by the Corporation, with appraisals when deemed advisable, in accordance with general policies from time to time established by resolution of the Board. Each insured institution shall be audited periodically by auditors and in a manner

satisfactory to the Corporation, and may be audited at any time by the Corporation. The insured institution shall promptly file with the Corporation a copy of every audit (other than audits made by the Corporation) certified by the auditor. The examination of an insured institution, made pursuant to the provisions hereof, shall include an audit unless the institution has been audited within the 12-month period immediately preceding the date of such examination or within the period that has elapsed since the last preceding examination by the Corporation, whichever is greater. The cost, as computed by the Corporation, of any such audit or examination, or both, including office analysis thereof, and appraisals made in connection therewith, overhead, per diem, and travel expenses, shall be paid by the institution examined or audited. In lieu of such examination or audit the Corporation may accept any examination or audit made by a public regulatory authority. The Corporation may obtain at any time, at its expense, such appraisals of any of the assets of an insured institution as it deems appropriate.

(Sec. 402, 48 Stat. 1256, as amended. Reorg. Plan No. 3 of 1947, 12 F. R. 4981, 3 CFR 1947 Supp., 61 Stat. 954; 12 U. S. C. 1725, 5 U. S. C. 133y-16. Applies sec. 403, 48 Stat. 1257, as amended; 12 U. S. C. 1726)

By the Home Loan Bank Board.

[SEAL] J. FRANCIS MOORE, *Secretary.*

[F. R. Doc. 50-9782; Filed, Nov. 2, 1950; 8:52 a. m.]

DEPARTMENT OF LABOR

Wage and Hour Division

[29 CFR, Ch. V]

SPECIAL INDUSTRY COMMITTEE NO. 9 FOR PUERTO RICO

NOTICE OF PUBLIC HEARING FOR RECEIVING EVIDENCE IN RECOMMENDING MINIMUM WAGE RATES FOR EMPLOYEES IN VARIOUS INDUSTRIES

In conformity with sections 5 and 8 of the Fair Labor Standards Act of 1938, as amended (52 Stat. 1060 as amended; 29 U. S. C. 201 et seq.), and in accordance with § 511.11 of the regulations issued pursuant thereto (Title 29, Chapter V, Code of Federal Regulations, Part 511), notice is hereby given to all interested persons that a public hearing will be held beginning on November 21, 1950, at 10:00 a. m., in Room 412, New York Department Store Building, Stop 16½, Ponce de Leon Avenue, Santurce, Puerto Rico, for the purpose of receiving evidence to be considered by Special Industry Committee No. 9 for Puerto Rico in recommending minimum wage rates for employees in the industries in Puerto Rico hereinafter enumerated.

Special Industry Committee No. 9 for Puerto Rico was created by Administrative Order No. 403, published in the FEDERAL REGISTER on October 24, 1950. It is charged, in accordance with the provisions of the Fair Labor Standards Act of 1938, as amended, and regulations promulgated thereunder, with the duty of investigating conditions in the following industries in Puerto Rico, as defined in said Administrative Order: The Alcoholic Beverage and Industrial Alcohol Industry; the Wholesaling, Warehousing and other Distribution Industries; the Banking, Insurance and Finance Industries; the Cigar and Cigarette Industry; and the Leaf Tobacco Industry.

The Committee is further charged with the duty of recommending to the Administrator the highest minimum wage rates (not in excess of 75 cents per hour) for all employees in Puerto Rico in the industries cited above who within the meaning of said act are "engaged in commerce or in the production of goods for commerce," excepting employees exempted by the provisions of section 13 (a) and employees coming under the provisions of section 14, which, having due regard to economic and competitive conditions, will not substantially curtail employment in such industries and will not give any industry in Puerto Rico a competitive advantage over any industry in the United States outside of Puerto Rico. Before any minimum wage rates recommended by the Committee are made effective, a public hearing will be held pursuant to section 8 of the act, at a time and place to be announced by the Administrator and at which all interested persons will have an opportunity to be heard.

Any person who, in the opinion of the Committee or its duly authorized subcommittee, has a substantial interest in the proceeding and is prepared to present material pertinent to the question under consideration, may appear on his own behalf or on behalf of any other person. Persons wishing to appear are requested to file with Russell Sturgis, Territorial Director of the Wage and Hour Division, Post Office Box 3906, Santurce 29, Puerto Rico, not later than November 14, 1950, a notice of intention to appear. A copy of such notice must also be filed by such persons with the Administrator of the Wage and Hour Division, United States Department of Labor, Washington 25, D. C., on or before the same date. The notice of intention to appear should contain the following information:

1. The name and address of the person appearing.

2. If he is appearing in a representative capacity, the name and address of the person or persons whom, or the organization which, he is representing.

3. The approximate length of time which his presentation will consume.

All testimony will be taken under oath and subject to reasonable cross-examination by any interested person present. Testimony so received will be offered as evidence at the public hearing to be held on such minimum wage recommendations as Special Industry Committee No. 9 for Puerto Rico may make.

Written statements of persons who cannot appear personally will be considered by the Committee provided that such statements are sworn and that at least 12 copies thereof are received not later than November 21, 1950, at the Wage and Hour Division of the United States Department of Labor, Room 412, New York Department Store Building, Stop 16½ Ponce de Leon Avenue, Santurce 29, Puerto Rico. Any person appearing at the hearing who offers written material must submit at least 12 copies thereof.

Signed at San Juan, Puerto Rico, this 25th day of October 1950.

MANUEL RODRIGUEZ RAMOS, *Chairman, Special Industry Committee No. 9 for Puerto Rico.*

[F. R. Doc. 50-9733; Filed, Nov. 2, 1950; 8:45 a. m.]

NOTICES

DEPARTMENT OF THE TREASURY

Fiscal Service, Bureau of Accounts

[Dept. Circ. 878]

EUROPEAN GENERAL REINSURANCE CO., LIMITED

REVOCATION OF AUTHORITY OF THE U. S. BRANCH AS A REINSURING COMPANY ONLY ON BONDS IN FAVOR OF THE U. S.

OCTOBER 27, 1950.

The Certificate of Authority issued by the Secretary of the Treasury to the United States Branch of the European General Reinsurance Company, Limited, of London, England, under the provisions of the act of Congress approved July 30, 1947, 6 U. S. C. 6-13, to qualify as a reinsuring company only on recognizances, stipulations, bonds and all other undertakings permitted or required by the laws of the United States has been revoked effective as of the close of business on September 30, 1950.

The North American Casualty and Surety Reinsurance Corporation, New York, New York, which holds a Certificate of Authority from the Secretary of the Treasury as an acceptable surety on recognizances, stipulations, bonds and all other undertakings permitted or required by the laws of the United States has, by an agreement dated September 20, 1950, acquired, with an exception not pertinent hereto, all of the assets and assumed all of the liabilities of the United States Branch of the European General Reinsurance Company, Limited, of London, England, effective as of midnight September 30, 1950. The North American Casualty and Surety Reinsurance Corporation has executed a separate indemnifying agreement dated October 24, 1950, for the protection of the United

States, which has been approved by the Secretary of the Treasury. Further details of these agreements may be obtained from the Treasury Department, Bureau of Accounts, Section of Surety Bonds, Washington 25, D. C.

An underwriting limitation of $1,053,000.00 has been established for the North American Casualty and Surety Reinsurance Corporation, effective October 1, 1950.

[SEAL] JOHN S. GRAHAM,
Acting Secretary of the Treasury.

[F. R. Doc. 50-9778; Filed, Nov. 2, 1950; 8:51 a. m.]

DEPARTMENT OF THE INTERIOR

Office of the Secretary

[Order 2509, Amdt. 9]

DELEGATIONS OF AUTHORITY TO UNDER SECRETARY AND ASSISTANT SECRETARIES

OCTOBER 27, 1950.

Section 1 of Order No. 2509 is amended to read as follows:

SEC. 1. *Under Secretary and Assistant Secretaries.* (a) The Under Secretary may exercise all the authority of the Secretary of the Interior with respect to any matter which comes before him except:

(1) The signing of correspondence addressed to the President;

(2) The issuance of orders delegating the authority of the Secretary; and

(3) The issuance of public land orders respecting the withdrawal of public lands from entry.

(b) Each Assistant Secretary may exercise all the authority of the Secretary of the Interior with respect to matters which come before him from the bureaus and other agencies over which he has been assigned supervisory responsibility, or with respect to other matters which come before him pertaining to the resources field assigned to him, except:

(1) The formulation of major policy or the modification of major policy;

(2) The signing of correspondence addressed to the President or to members of The White House Office;

(3) The issuance of orders delegating the authority of the Secretary;

(4) The issuance of public land orders respecting the withdrawal of public lands from entry; and

(5) The issuance of general regulations.

(c) If a matter falls within the province of two or more Assistant Secretaries, the Assistant Secretary having primary jurisdiction in the matter shall have the responsibility of coordinating it with other Assistant Secretaries having interest in the matter. In the event of disagreement between the Assistant Secretaries as to final action to be taken on the matter, it shall be referred to the Under Secretary or the Secretary for decision.

(d) The delegations of authority in this section to the Under Secretary and the Assistant Secretaries shall not affect in any way delegations of authority heretofore or hereafter made by the Secretary to the Solicitor or to the Administrative Assistant Secretary.

(Sec. 2, Reorg. Plan No. 3 of 1950; 15 F. R. 2174)

OSCAR L. CHAPMAN,
Secretary of the Interior.

[F. R. Doc. 50-9734; Filed, Nov. 2, 1950; 8:45 a. m.]

DEPARTMENT OF COMMERCE

National Production Authority

[NPA Delegation 1, as Amended Oct. 31, 1950]

DELEGATION OF AUTHORITY TO THE SECRETARY OF DEFENSE

Pursuant to the authority of the Defense Production Act of 1950 (P. L. 774, 81st Cong.) and Executive Order 10161 (15 F. R. 6105) there is hereby delegated to the Secretary of Defense the authority to apply ratings to direct Government contracts and purchase orders in order to meet authorized procurement and construction programs of the Department of Defense, the Mutual Defense Assistance Program, or authorized programs of such other Government agencies as the National Production Authority may designate by special direction to the Secretary of Defense.

The Secretary of Defense is also authorized to assign the right to apply ratings:

1. To persons placing orders for materials to be delivered to or for the account of the Department of Defense or other Government agencies specially designated as provided above to meet authorized programs; and

2. To certain prime or subcontractors on orders for delivery of production equipment specifically required to support authorized procurement programs of the Department of Defense or such other specially designated Government agencies.

This authority may be redelegated by the Secretary of Defense to appropriate agencies of the Department of Defense or to its authorized agents or to such other Government agencies specially designated as provided above.

The exercise of this authority shall conform to the terms of the regulations and orders of the National Production Authority and also to priorities and allocations policy directives issued by the Munitions Board and subject to approval by the National Production Authority.

In applying ratings on direct contracts and purchase orders, and certification and procedure stated in NPA Reg. 2 shall be used. In assigning the right to apply ratings on contracts and orders, the following certification shall be used: "By authority of the National Production Authority, rating DO (2 digit program code) is assigned to the deliveries on this purchase order or contract." This certification shall be authenticated with the signature of an authorized official of the Department of Defense or its authorized agents or of the appropriate other Government agency designated as provided above.

The use of this authority is limited to such quantitative allocations as may be assigned by the National Production Authority to the Department of Defense, and to such conditions as may be imposed by the National Production Authority on use, records and reports.

This authority shall not be used to rate direct procurement or contractors' purchase of construction equipment for use on construction in the Zone of Interior; civilian type items for resale in Post Exchanges and Ship Stores; purchases from exclusively retail establishments, except in emergency situations and only for small amounts to prevent imminent stoppage; or procurement of any of the following items: commercial office equipment and supplies; flags, bunting, flagstaffs, pennants, insignia and medals; vending machines; portable household fans; commercial type luggage; barber chairs; card tables; books, maps and periodicals; brooms and mops for household use; and domestic-type dishwashing machinery.

This amended delegation shall take effect on November 1, 1950.

NATIONAL PRODUCTION AUTHORITY,
W. H. HARRISON,
Administrator.

[F. R. Doc. 50-9866; Filed, Nov. 2, 1950; 11:47 a. m.]

CIVIL AERONAUTICS BOARD

PROPOSED AMENDMENTS TO ANNEX 8 TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION, "AIRWORTHINESS OF AIRCRAFT"

The Bureau of Safety Regulation of the Civil Aeronautics Board hereby publishes for the information of interested persons the complete text of Amendments 1 through 63 to Annex 8 to the Convention on International Civil Aviation, "Airworthiness of Aircraft."

On June 26, 1950, the ICAO Council adopted 63 amendments to Annex 8. As provided in the Convention, adoption of these amendments followed the democratic procedure of submission to vote of the Member States on the Council and was favored by more than the required two-thirds of such States. Pursuant to Article 90 of the Convention, they are now being submitted for consideration by each Member State, and, if they should be disapproved in whole or in part by a majority of such States, the amendments or any one of them would have no further effect. The Council has established January 1, 1951, as the date prior to which notice of disapproval shall be given.

Some of the amendments, if not disapproved, will come into force on February 1, 1951, others not until February 1, 1953.[1] With respect to Amendment Number 7, even if not disapproved as provided in Article 90, there is still open to individual states the course of filing notice with ICAO of their intention to retain different rules in their domestic

[1] See Resolution of Adoption of the amendments to Annex 8 for specific provisions relating to the effective dates for the various amendments.

regulations than those provided in the aforementioned amendment. February 1, 1951, has been established as the date prior to which notice of international differences from Amendment Number 7 shall be filed. It will be noted that provision is not made for the filing of national differences from the remainder of the amendments to Annex 8. Such provision is not made because Annex 8 establishes requirements for international transport category airplanes, and it is not intended that an airplane be certificated in an ICAO category unless it complies with the established international standards, except for variations in detail which are considered to give an equivalent level of safety.

The complete text of the amendments to Annex 8 is being presented for the information and consideration of interested persons in order that the Civil Aeronautics Board may be advised fully as to the amendments which are considered to be unsuitable for international standards or which, if incorporated in the Civil Air Regulations, may impose an undue burden on the aviation industry of the United States.

The comments received will be considered in formulating the position to be taken by the Civil Aeronautics Board with respect to disapproval of the amendments. In order that such comments may be fully studied prior to formulation of the Civil Aeronautics Board's position,[1] it is requested that they be sent to the Bureau of Safety Regulation, Civil Aeronautics Board, Washington 25, D. C., prior to December 1, 1950.

Comments received will be utilized in considering any difference from Amendment Number 7 to Annex 8, notice of which may appear to be desirable for filing with ICAO.

The Civil Aeronautics Board will also consider the comments in formulating any amendments to the Civil Air Regulations which may be found necessary or desirable. It will be noted, however, that amendments to the Civil Air Regulations will be adopted only upon compliance with the provisions of the Administrative Procedure Act.

Dated: October 26, 1950, at Washington, D. C.

By the Bureau of Safety Regulation.

[SEAL] JOHN M. CHAMBERLAIN,
Director.

[Amendments Nos. 1 to 63]

AIRWORTHINESS OF AIRCRAFT

STANDARDS AND RECOMMENDED PRACTICES

Foreword. The amendments to Standards and Recommended Practices and the new Standards and Recommended Practices contained in this document were adopted by the Council of ICAO on June 26, 1950, at the third meeting of its Eleventh Session, in accordanee with the Resolution of Adoption quoted below. Such of these amendments as have not been disapproved in whole or in part by more than half of the total number of Contracting States by January 1, 1951, will be incorporated in a second edition of Annex 8.

Resolution of Adoption

Whereas Articles 37 and 54 (m) of the Convention on International Civil Aviation provide for the adoption of amendments to Annexes; and

Whereas the Third Session of the Airworthiness Division of the Air Navigation Commission, meeting in Montreal between 22 February and March 29, 1949, recommended amendments to Annex 8 to the Convention (Standards and Recommended Practices—Airworthiness of Aircraft); and

Whereas Article 90 of the Convention requires that any amendment to an Annex shall become effective within three months after its submission to the Contracting States or at the end of such longer period of time as the Council may prescribe, unless in the meantime a majority of the Contracting States register their disapproval with the Council; and

Whereas it is desirable that the implementation of certain new provisions be optional until such time as no undue hardship will be imposed on the Contracting States;

Whereas the Council has understood that the "differences" to be notified pursuant to Article 38 should cover noncompliance in any respect with an international standard and any difference between any practice or regulation of a State and the practice established by an international standard, on all those subjects in respect of which ICAO may adopt standards under Article 37;

Now therefore the Council, at a meeting called for the purpose, hereby adopts on June 26, 1950, the International Standards and Recommended Practices contained in the document entitled "Amendments Numbers 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, and 63 to Annex 8 to the Convention on International Civil Aviation: Standards and Recommended Practices—Airworthiness of Aircraft"; and

The Council further resolves that:

(1) The above-mentioned amendments to Annex 8 together with a copy of this resolution be submitted forthwith to each Contracting State;

(2) Any Contracting State may register with the Council, not later than January 1, 1951, its disapproval of the said amendments;

(3) If on January 1, 1951, a majority of the Contracting States have not registered their disapproval of the said amendments, they shall then become effective;

(4) If any of the said amendments have been disapproved by a majority of the Contracting States, then only such amendments as have not been so disapproved shall become effective;

(5) These said amendments to the extent to which they have not been disapproved (as hereinbefore provided) shall come into force and be implemented as follows:

(a) Amendment No. 7, on February 1, 1951, in respect of any aircraft provided with a certificate of airworthiness which does not classify such aircraft in an ICAO category of airworthiness;

(b) All the amendments on February 1, 1951, in respect of any aeroplane provided, or to be provided, with a certificate of airworthiness classifying such aeroplane either in the ICAO Transport Category A or in the ICAO Transport Category D; except that:

(i) Aeroplanes in the Transport Category A the prototype of which is certificated before February 1, 1951, need not comply with individual amendments herein adopted, provided that if an individual aeroplane complies with 7.2.1 as established by Amendment No. 46, that aeroplane shall also comply with 9.3.4 as established by Amendment No. 63;

(ii) Aeroplanes in the Transport Category A the prototype of which is certificated before February 1, 1953, need not comply with Amendments Nos. 13, 17, 21, 23, 26, 39, 56, and 57;

(6) The becoming effective of the said amendments to the said Annex 8, or the disapproval of the amendments, or any of them, by a majority of the Contracting States, should that occur, shall forthwith be notified to each Contracting State, and each State shall also, at the same time, be notified:

(a) Of the said dates upon which the said amendments to the said Annex 8 shall come into force;

(b) That from February 1, 1951, or February 1, 1953, as provided for in (5), the said amended Annex is to be regarded, for the purpose of Article 33 of the Convention, as defining the minimum standards established pursuant to the Convention in respect of any aeroplane provided with a certificate of airworthiness classifying such aeroplane either in the ICAO Transport Category A or in the ICAO Transport Category D;

(c) That each Contracting State that intends to issue certificates of airworthiness on or after February 1, 1951, in the ICAO Transport Category D for aeroplanes in accordance with this Annex, should notify the Organization of the date on which it has first issued such a certificate;

(d) That in respect of any aircraft provided with a certificate of airworthiness which does not classify it in a category established by ICAO, any difference as defined in the preamble hereto which exists on or after February 1, 1951, between any of its own practices and those established by Amendment No. 7 to the Annex shall be immediately notified to the Organization.

PART I—DEFINITIONS

Amendment 1. In 1 delete *"Critical point"* and the note that follows. Delete *"Maximum anticipated air temperatures"* and the note that follows.

Amendment 2. In 2 delete *"Maximum weight"*, *"Minimum weight"* and *"Weight empty"*, and the notes that follow those expressions.

[1] It will be noted that the United States position on approval or disapproval of an Annex or amendments thereto is ultimately developed through the medium of the Air Coordinating Committee on which the Board is represented.

Amendment 3. In 3 delete *"Take-off safety speed"*, *"Manoeuvring speed"*, *"Wing flap extended speed"*, *"Landing gear operating speed"* and *"Landing gear extended speed"*, and the notes that follow those expressions.

Amendment 4. a. In 4 delete the existing definition of *"Load factor"* and insert in lieu thereof the following:

Load factor. The ratio of a specified load to the weight of the aeroplane.

NOTE: The specified load may be expressed in terms of any of the following: aerodynamic forces, inertia forces, or ground or water reactions.

b. Delete *"Checked manoeuvre"* and the note that follows.

Amendment 5. a. In 5 after the heading "5. *Engines*" insert the subheading: "5.1 *General*".

b. Between the definitions of *"Modified engine"* and *"Brake horsepower"* insert the following definition:

Overhauled engine. An engine which has been repaired or reconditioned to a standard rendering it eligible for the complete overhaul life agreed by the national authority.

c. After the Note following the definition of *"Brake horsepower"* insert the following subheading: "5.2 *Reciprocating engines*".

d. In the definition of *"Take-off power rating"* delete the clause at the end reading "and limited in use to a continuous period not exceeding 5 minutes".

e. After the definition of *"Critical altitude"* insert the following new text:

5.3 *Turbine engines.*

Take-off power and/or thrust rating. The power and/or thrust (other than propeller thrust) developed under standard sea level static conditions, under the maximum conditions of rotational speed and exhaust gas temperature approved for use in normal take-off.

Maximum continuous power and/or thrust. The power and/or thrust (other than propeller thrust) developed under standard sea level static conditions, under the maximum conditions of rotational speed and exhaust gas temperature approved for use during periods of unrestricted duration.

Maximum overspeed. A rotational speed equal to 103 per cent of declared maximum operating speed, or the declared overspeed governor setting, whichever is the greater.

Approach idling conditions. The condition of minimum speed associated with landing approach, the minimum being that commensurate with satisfactory acceleration at sea level flight conditions.

Ground idling conditions. The conditions of minimum rotational speed associated with zero forward speed and the maximum exhaust gas temperature at this speed.

Exhaust gas temperature. The average temperature of the exhaust gas stream obtained in an approved manner.

Equivalent shaft horsepower. The equivalent shaft horsepower, under sea level static conditions, is derived by dividing the jet thrust by a constant. This constant is between 1.12 and 1.21 when the thrust is expressed in kilogrammes, and is between 2.5 and 2.7 when the thrust is expressed in pounds.

Total equivalent shaft horsepower. The total equivalent shaft horsepower is the sum of propeller shaft horsepower and equivalent shaft horsepower.

f. In 6 after the heading "6. *Propellers*" insert the subheading: "6.1 *General.*"

g. Delete the definition of *"Maximum propeller overspeed"*.

h. After the definition of *"Maximum propeller governed speed"* add the following new text:

6.2 *Reciprocating engine application.*

Maximum propeller overspeed. The maximum propeller rotational speed which has been determined to have no detrimental effect on the propeller when used for a period of 20 seconds.

6.3 *Turbo-propeller engine application.*

Maximum overspeed. A speed which is 103 percent of the declared maximum operating speed, or the declared overspeed governor setting, whichever is the greater.

7. *Miscellaneous.*

NOTE: The sense of the following expressions is explained in the following paragraphs of Part III.

7.1 *General.*

Critical point	2.3.3.1	A
Maximum anticipated temperature	7.6.2.1	

7.2 *Weights.*

Maximum weight	2.2.1.1
Minimum weight	2.2.1.2
Weight empty	2.2.4

7.3 *Speeds.*

Take-off safety speed	2.3.3.2
Manoeuvring speed	9.2.2.3
Wing flap extended speed	9.2.2.4
Landing gear operating speed	9.2.2.5
Landing gear extended speed	9.2.2.6

7.4 *Structures.*

Checked manoeuvre	3.3.1.3.1

PART II—ADMINISTRATION

Amendment 6. Insert after 2.1 a new paragraph 2.2 as follows, and renumber existing 2.2 as 2.3:

2.2 Where a Contracting State issues or renders valid a certificate of airworthiness classifying the aircraft in an airworthiness category established by ICAO, although variations from the Standards exist, and where such variations arise because the aircraft involves design factors not contemplated by a particular standard, or where such variations represent departures from the literal provisions of the Standards, that State shall inform ICAO of the details of such variations, and of the manner in which equivalent safety is provided, not later than 120 days after the first issuing of the certificate of airworthiness, except that no notification need be made where it is obvious that no question of amendment of the Standards arises.

Where notification of such variation has been made in respect of an aircraft, notification of variations in respect of other aircraft of the same type need not be made insofar as the variations are the same.

Amendment 7. Delete the existing text of 4.2 and 5 and insert in lieu thereof the following:

4.2 *Information related to continuing airworthiness of aircraft.* Any Contracting State that issues or renders valid a certificate of airworthiness shall transmit, upon request, to another contracting State, any generally applicable information which the former Contracting State has found necessary for the continuing airworthiness of the aircraft and for the safe operation of the aircraft.

NOTE: The Contracting State which has the aircraft entered on its register is responsible for taking whatever action it deems necessary upon receipt of such information.

5. *Validity of certificate of airworthiness.*

5.1 A certificate of airworthiness shall be renewed or shall remain valid, subject to the laws of the State of Registry, provided that the State of Registry shall require that the continuing airworthiness of the aircraft shall be determined by a periodical inspection at intervals not exceeding 12 months, or, alternatively by means of a system of inspections, approved by that State, which will produce at least an equivalent result.

5.2. *Method of rendering a certificate of airworthiness valid.* When a State of Registry renders valid a certificate of airworthiness issued by another Contracting State, as an alternative to issuance of its own certificate of airworthiness, it shall establish validity by suitable authorization to be carried with the former certificate of airworthiness accepting it as the equivalent of the latter. The validity of the authorization shall not extend beyond the period of validity of the certificate of airworthiness, but whenever the period of validity of the certificate of airworthiness is renewed, the authorization may be renewed or another authorization issued by the State of Registry for a period corresponding to the period of validity of the certificate of airworthiness.

PART III—AEROPLANES

Amendment 8. Delete the existing text of Chapter 1, Part III, and insert in lieu thereof the following:

CHAPTER 1. AEROPLANE CATEGORIES

1.1 *ICAO Categories of aeroplanes.*

1.1.1 A The Standards of Part III which are designated in 1.2 as applying to Transport Category A aeroplanes shall govern the issuance and the rendering valid of ICAO Transport Category A certificates of airworthiness for aeroplanes (see Part II, 2).

1.1.2 D The Standards of Part III which are designated in 1.2 as applying to Transport Category D aeroplanes shall govern the issuance and the rendering valid of ICAO Transport Category D certificates of airworthiness for aeroplanes (see Part II, 2).

NOTE: Transport Categories of Aeroplanes are primarily intended for the public transport of passengers, cargo or mail.

1.2 *Designation of standards and recommended practices applying to particular categories.*

NOTE: Part III contains Standards and Recommended Practices grouped by subject and not by categories. Subdivisions of Part III are introduced by characteristic numbers which follow the rules of the Pro-

gressive notation using whole numbers. The particular applicability to a category is indicated by a capital letter (A or D).

1.2.1 All Standards and Recommended Practices grouped under a characteristic number not followed by a letter shall apply to all ICAO transport categories.

NOTE: For example, 2.1 applies to all categories.

1.2.2 All Standards and Recommended Practices grouped under a characteristic number followed by the letters A or D, shall apply to Transport Category A, or D aeroplanes, respectively.

NOTE: For example, 2.3.3.1 A applies to Transport Category A aeroplanes only.

1.2.3 Where a letter appears at the beginning of a paragraph, or at the beginning of a phrase, such paragraph or phrase shall apply to the category corresponding with the letter.

NOTE: For example:
The first paragraph of 2.2 applies to Transport Category "A" aeroplanes only.
The phrase "5,700 kilogrammes (12,500 pounds) as the maximum weight", introduced by "(d) D" in 2.2.1.1, applies to Transport Category D aeroplanes only.

1.3 A *Transport category A aeroplanes.* ICAO Transport Category A aeroplanes shall have two or more engines.

NOTE: See the Standards and Recommended Practices for Operation of Aircraft (Annex 6) for the use of, and certain operating limitations pertaining to, Transport Category A aeroplanes.

1.4 D *Transport category D aeroplanes.*

NOTE: See 2.2.1.1 for weight limitations and 2.3.2.6 D for stalling speed limitations for Transport Category D aeroplanes.
See the Standards and Recommended Practices for Operation of Aircraft (Annex 6) for the use of, and certain operating limitations pertaining to, Transport Category D aeroplanes.

Amendment 9. a. In 2.2, insert the letter A in front of, and add the following clause at the end of, the existing text:

D Limits of aeroplane weight and centre of gravity position shall be established as limits for all operating conditions, by showing compliance with the applicable standards.

A–D NOTE: The Standards in this Annex are in general drafted on the assumption that the limits of weight and centre of gravity position may differ for two or more operating conditions (e. g., for take-off and for landing). Appropriate interpretations, therefore, need to be made where a single system covers more than one operating condition (e. g., as prescribed for Category D aeroplanes).

b. In 2.2.1.1 add after (a), after (b) and after (c), the letter group A–D, and after clause (c) add the following new text:

(d) D 5,700 kilogrammes (12,500 pounds) as the maximum weight.

A RECOMMENDATION: When the maximum take-off weight and the maximum landing weight of an aeroplane differ, the desirability of providing for the jettisoning of fuel in flight should be considered in the light of features such as: Performance available, flying qualities, ground handling qualities, and strength at maximum take-off weight, due regard being paid to the rate of fuel consumption, the type of fuel used, and the kind of operation for which the aeroplane is intended. (See 7.2.4.11.)

Amendment 10. a. Delete the second sentence of 2.3.1 and insert in lieu thereof the following: "The wing flap positions used for showing compliance with the performance standards shall be selected by the applicant."

NOTE: The performance standards require the selection of various wing flap positions. These positions may be made variable with weight, altitude, and temperature insofar as this is consistent with acceptable operating practices. For Category D aeroplanes, the positions will not normally vary with weight, altitude, and temperature.

b. Delete the text of (d) in 2.3.2.4 and insert in lieu thereof the following:

(d) wing flaps in the landing position, or in the appropriate landing position prescribed in the Standards in which V_{s_0} is the basis for specification;

c. Insert after the existing text of 2.3.2.5 the following:

2.3.2.6 D *Stalling speed limitations.* V_{s_0} shall not be greater than 90 kilometres (56 miles) per hour at maximum weight.

For single-engined aeroplanes the wing flap position at which the stalling speed limitation is met shall be such that a flare-out could be completed without difficulty when landing from a steady approach at 1.25 V_{s_0}, power-off, except that for aeroplanes with fixed landing gear having suitable strength and energy absorption characteristics, the flare-out need only be carried to the point of permitting a rate of descent consistent with the strength and energy absorption characteristics provided.

d. Delete the first four lines of 2.3.3 and insert in lieu thereof the following: "The take-off data defined in 2.3.3.1 A, 2.3.3.2, 2.3.3.3 A, 2.3.3.4 A and 2.3.3.5 D shall be determined with the operating engines not exceeding their approved limitations:"

e. Insert the letter A after the characteristic number of 2.3.3.1.

f. Delete the existing text of 2.3.3.2 and insert in lieu thereof the following:

2.3.3.2 *Take-off safety speed.* The take-off safety speed is an airspeed (CAS) selected by the applicant; it shall not be less than:

(a) $1.20V_{s_1}$ for aeroplanes with one or two engines;

(b) $1.15V_{s_1}$ for aeroplanes having more than two engines;

(c) 1.10 times the Minimum Control Speed, V_{MC}, established as prescribed in 2.4.1.1, for multi-engined aeroplanes;

where V_{s_1} is appropriate to the configuration as described in 2.4.1.1 (b), (c) and (d).

NOTE: A minimum climb performance to be achieved at take-off safety speed is specified in 2.3.4.2.1 A for Category A aeroplanes, and in 2.3.4.1.1 D for Category D aeroplanes.

g. Insert the letter A after the characteristic number of 2.3.3.3.

h. Delete the text of 2.3.3.4 and insert in lieu thereof the following:

2.3.3.4 A *Take-off path.* The take-off path shall be determined either by the method of 2.3.3.4.1 A, of 2.3.3.4.2 A, or by any acceptable combination of the two.

The provisions of 2.3.3.4.1 A (c) (1) and 2.3.3.4.2 A (e) may be adjusted when the take-off path of 2.3.3.4 A would be affected by the use of an automatic pitch changing device: *Provided*, That a level of safety equivalent to that intended by 2.3.3.4 A is demonstrated.

i. Insert the letter A after the characteristic number of 2.3.3.4.1.

j. Delete the Note which follows the text of 2.3.3.4.1 (e) and insert in lieu thereof the following standard:

If satisfactory data are available, the variations in drag of the propeller during feathering and of the landing gear throughout the period of retraction may be taken into account in determining the appropriate portions of the elements.

k. In the penultimate line of 2.3.3.4.1, insert the letter A after the reference 2.3.4.2.1.

l. Insert the letter A after the characteristic number of 2.3.3.4.2.

m. Insert after 2.3.3.4.2 the following:

2.3.3.5 D *Take-off distance.* The take-off distance is the distance required to accelerate the aeroplane from a standing start, to take-off, and to clear a height of 15 metres (50 feet) above the take-off surface, subject to the following provisions:

(a) The climb-away shall not be initiated until the Take-off Safety speed has been reached, and the airspeed shall not fall below this value in the subsequent climb;

(b) The landing gear shall remain extended;

(c) The wing flaps shall be in the take-off position and the wing flap control setting shall not be changed;

(d) The cowl flaps and radiator shutters shall be in the position recommended by the applicant for normal use during take-off;

(e) The centre of gravity of the aeroplane shall be in the most adverse position within the allowable range.

Suitable methods shall be provided and employed to allow for, and to correct any vertical gradient of wind velocity which may exist during the take-off.

n. Insert after the title of 2.3.4.1 the following:

2.3.4.1.1 D *Take-off.* The steady gradient of climb at each weight-altitude-temperature condition for which a take-off distance is to be established, shall not be less than an approved minimum, with:

(a) Engines operating within the take-off power limitations;

(b) Landing gear extended;

(c) Wing flaps in the take-off position;

(d) Cowl flaps and radiator shutters in the position recommended by the applicant for normal use during take-off;

(e) Airspeed equal to the take-off safety speed as defined in 2.3.3.2.

RECOMMENDATION: The approved minimum should be 6 percent.

o. Amend the characteristic number of 2.3.4.1.1 to read "2.3.4.1.2".

p. Insert after the title of 2.3.4.1.1 of the existing Annex 8, a new characteristic number "2.3.4.1.2.1 A".

q. Delete from the last sentence of 2.3.4.1.1, of the existing Annex 8, the phrase "and entered in the Aeroplane Flight Manual".

r. Insert after the text of 2.3.4.1.1, of the existing Annex 8, the following:

2.3.4.1.2.2 D The steady gradient of climb shall not be less than an approved minimum up to a specified altitude, with:

(a) Engines operating within the maximum continuous power limitations;

(b) Landing gear retracted;

(c) Wing flaps in the most favourable position;

(d) Airspeed selected by the applicant, but not less than $1.2V_{s_1}$;

(e) Aeroplane weight equal to the maximum take-off weight for sea level and standard atmosphere;

(f) Cowl flaps and radiator shutters in the position which provides adequate cooling in the conditions of (a) to (e) inclusive, under the maximum anticipated air temperatures as defined in 7.2.6.1.

RECOMMENDATION: The approved minimum should be 4.5 per cent at all altitudes up to 1,500 metres (5,000 feet).

The corresponding steady climb performance at all altitudes up to the maximum operating altitude (see 9.2.3) at which operation is practicable, and at all weights within the range for which certification is sought, shall be determined.

If the climb performance in the Aeroplane Flight Manual is scheduled for outside air temperatures exceeding the maximum anticipated air temperatures used for the purpose of (f), the performance scheduled shall be that obtainable with any increased airspeed, cowl flap and radiator shutter openings, and reduction of power, necessary under such conditions to maintain engine temperatures within appropriate limits.

s. Amend the characteristic number of 2.3.4.1.2, of the existing Annex 8, to read "2.3.4.1.3".

t. Insert after the title of 2.3.4.1.2, of the existing Annex 8, a new characteristic number, "2.3.4.1.3.1 A".

u. Insert after the text of 2.3.4.1.2, of the existing Annex 8, the following:

2.3.4.1.3.2 D At each weight-altitude-temperature condition for which a landing distance is to be established, the steady rate of climb shall not be less than approved minimum, with:

(a) Engines operating within the take-off power limitations;

(b) Landing gear extended;

(c) Wing flaps in the appropriate landing position, except that another position may be used if the flaps are retracted from the landing position to that other position, either by completely automatic means as in 2.3.4.1.3.1 A (c), or by means other than completely automatic means, if it can be demonstrated that the same level of safety is achieved;

(d) Cowl flaps and radiator shutters in the position recommended by the applicant for normal use in a final approach to a landing.

RECOMMENDATION: The approved minimum should be one metre per second (200 feet per minute).

v. After the title of 2.3.4.2, delete "2.3.4.2.1 *Take-off*" and insert in lieu thereof the following:

2.3.4.2.1 A *Take-off.* In showing compliance with 2.3.4.2.1 A the effects of an automatic pitch changing device may be taken into account: *Provided,* That a level of safety equivalent to that intended by this standard is demonstrated.

w. Insert the letter A after the characteristic number of 2.3.4.2.1.1.

x. In the text of (d) of 2.3.4.2.1.1, insert the letter A after each of the reference numbers 2.3.3.4.1 and 2.3.3.4.2.

y. Insert the letter A after the characteristic number of 2.3.4.2.1.2, and after the reference number 2.3.4.2.1.1 in the text of 2.3.4.2.1.2.

z. Insert after the title of 2.3.4.2.2, a new characteristic number, "2.3.4.-2.2.1 A".

aa. Delete from the last sentence of 2.3.4.2.2, of the existing Annex 8, the phrase "and entered in the Aeroplane Flight Manual".

bb. Insert, after the text of 2.3.4.2.2, the following:

2.3.4.2.2.2 D *Single-engined aeroplanes.* A best angle of glide attainable under the worst conditions likely to follow engine failure en route shall be determined. The airspeed and configuration shall be selected by the applicant. The angle of glide shall be obtainable whether or not the engine has stopped, and in the worst configuration which failure of operation of auxiliary services due to engine failure can produce.

2.3.4.2.2.3 D *Multi-engined aeroplanes.* For multi-engined aeroplanes, compliance shall be shown either with 2.3.4.2.2.2 D, assuming failure of all engines, or with the following:

The steady rate of climb or descent, at all altitudes, up to the maximum operating altitude (see 9.2.3), at which operation is practicable, and at all weights within the range for which certification is sought, shall be determined, the conditions being:

(a) Critical engine inoperative, its propeller stopped or in the most favourable position;

(b) Remaining engines operating within the maximum continuous power limitations;

(c) Landing gear retracted;

(d) Wing flaps in the most favourable position;

(e) Airspeed selected by the applicant, but not less than $1.2V_{s_1}$;

(f) Cowl flaps and radiator shutters in the position which provides adequate cooling in the conditions of (a) to (e) inclusive, under the maximum anticipated air temperatures as defined in 7.2.6.1.

If the climb performance in the Aeroplane Flight Manual is scheduled for outside air temperatures exceeding the maximum anticipated air temperatures used for the purpose of (f), the performance scheduled shall be that obtainable with any increased airspeeds, cowl flap and radiator shutter openings, and reduction of power, necessary under such conditions to maintain engine temperatures within appropriate limits.

cc. Insert the letter A after the characteristic number of 2.3.4.2.3.

dd. Insert the letter A after the characteristic number of 2.3.4.3.

ee. Delete from the text of 2.3.4.3 the phrase "and entered in the Aeroplane Flight Manual".

Amendment 11. a. Delete the first four lines of 2.4.1.1 and insert in lieu thereof the following:

2.4.1.1 *Minimum control speed, V_{MC}.*

A–D For multi-engined aeroplanes, the minimum control speed shall be determined and shall not exceed a speed equal to:

A $1.3V_{s_1}$,
D $1.2V_{s_1}$,
A–D, with:

b. Insert the letter group A–D in front of each of the last sentences of 2.4.1.1.

c. In the sixth line of the penultimate sentence of 2.4.1.1, insert after the word "altitude" the following phrase: ", other than that implicit in the loss of performance."

Amendment 12. a. In the sixth line of 2.4.1.2.3, insert after "$1.1V_{s_1}$," the following phrase: "V_{s_1}, being related to the initial configuration,".

b. In 2.4.1.3.1, in the first line after the title "Criterion 1" insert the following phrase: "A–D For multi-engined aeroplanes,".

c. Delete (a) of 2.4.1.3.1 and insert in lieu thereof the following:

(a) A–D Critical engine inoperative with:

(i) A Its propeller stopped;

(ii) D Its propeller in the most favourable position used in determining compliance with the performance standards;

d. Insert after (b), (c), (d) and (e) of 2.4.1.3.1 the letter group A–D.

e. At the beginning of the first sentence of 2.4.1.3.2, insert the following: "A–D For multi-engined aeroplanes,".

f. At the beginning of the second sentence and after each of the letters (b), (c) and (e) of that sentence insert the letter group A–D.

g. Delete the existing text of (a) of 2.4.1.3.2 and insert in lieu thereof the following text:

(a) A–D Critical engine inoperative with:

(i) A Its propeller stopped;

(ii) D Its propeller in the most favourable position used in determining compliance with the performance standards;

h. Delete the existing text of (d) of 2.4.1.3.2 and insert in lieu thereof the following:

(d) A–D Wing flaps in

(i) A The most extended approach position;

(ii) D The most extended position recommended by the applicant for approach;

i. In 2.4.1.3.3, insert the letter group A–D at the beginning of the first sentence and insert the letter A at the beginning and at the end of the second sentence.

j. In 2.4.2.1 immediately after the letter (a), insert the letter group A–D and immediately after the letter (b) insert the letter A.

k. Delete the existing text of 2.4.2.1 (a) (v), and insert in lieu thereof the following:

(v) Conditions as prescribed in 2.4.3.1.1 (a) to (f) inclusive as applicable.

l. Delete the existing text of 2.4.2.2 and all of the existing text of 2.4.2.3 except the Recommendation, and insert in lieu thereof the following text:

2.4.2.2 *Any one engine inoperative.* For multi-engined aeroplanes, longitudinal, lateral and directional trim, in the conditions prescribed in 2.3.4.2.2.1 A (a) to (e) inclusive, or 2.3.4.2.2.3 D (a), (b), (c), (d) and (f), as applicable, at a speed equal to $1.4V_{s_1}$, any uncorrectable asymmetrical fuel consumption being provided for.

2.4.2.3 A *Any two engines inoperative.* For aeroplanes with four or more engines, longitudinal, lateral and directional trim, in the conditions prescribed in 2.3.4.3 A (c), (d) and (e), and with the aeroplane weight such that the two engines inoperative rate of climb at 1,500 metres (5,000 feet) is not less than an approved minimum.

Amendment 13. a. In 2.4.3.1.1 insert at the beginning of the first sentence and also between the letter (a) and the title "*Landing*", the letter group A–D.

b. Delete the existing text of 2.4.3.1.1 (a) (iii), and insert in lieu thereof the following:

(iii) Wing flaps in the most extended landing position;

c. Delete the last sentence of 2.4.3.1.1 (a) and insert in lieu thereof the following: "Under these conditions, the stick force shall not exceed 36 kilogrammes (80 pounds) for a wheel control, and 22.5 kilogrammes (50 pounds) for a stick control."

d. In 2.4.3.1.1 (b) insert immediately after (b), after (i), after (ii), after (iv) and after (v) the letter group A–D.

e. Delete the existing text of 2.4.3.1.1 (b) (iii) and insert in lieu thereof the following text:

(iii) A–D Wing flaps in:

A The most extended approach position;

D The most extended position recommended by the applicant for approach;

f. In 2.4.3.1.1 insert immediately after (c) the letter group A–D.

g. Delete the title in 2.4.3.1.1 (d) and replace it by the title:

(d) A–D *Cruising—Condition 1.*

h. At the end of 2.4.3.1.1 (d) (ii) add the following: ", if retractable;".

i. Delete the title of 2.4.3.1.1 (e) and insert in lieu thereof the following title:

(e) A *Cruising—Condition 2.*

j. After 2.4.3.1.1 (e) add the following new text:

(f) D *Slow cruising.* In the configuration, speed and power conditions recommended by the applicant for contact flight under restricted visibility or for flight in turbulent air.

Amendment 14. Delete the first sentence of 2.4.3.4 and insert in lieu thereof the following: "The static lateral stability, as shown by the tendency to raise the low wing in a sideslip with the aileron control free, shall, in the conditions prescribed in 2.4.3.3:

(a) Be positive at the appropriate maximum permissible speed;

(b) Not be negative at a speed of $1.2V_{s_1}$.

Amendment 15. a. Delete the first sentence of 2.4.4.1 and insert in lieu thereof the following: "A–D Stalls shall be demonstrated:

(i) With engine power off, and

(ii) With that power necessary to maintain level flight at:

A A speed equal to $1.6V_{s_1}$, when the landing gear is retracted, the wing flaps are in the approach position, and the aeroplane weight is equal to the maximum sea level landing weight;

D A speed equal to $1.4V_{s_1}$, at the relevant weight and configuration as specified in (a) and (c).

b. Insert at the beginning of the second sentence the letter group A–D.

Amendment 16. a. Delete the words "the aeroplane" at the beginning of the first sentence of 2.4.5 and insert in lieu thereof the words: "Multi-engined aeroplanes;".

b. After 2.4.5 add the following new text:

2.4.6 D *Spinning.* Any aeroplane likely to spin inadvertently shall have good recovery characteristics.

Amendment 17. Delete the last sentence of 2.7.1.1 and insert in lieu thereof the following: "The conditions under which the tests are carried out shall include 90 degree crosswinds of speed up to $0.2V_{s_0}$ and shall be entered in the Aeroplane Flight Manual."

Amendment 18. a. In the fifth line of 3.1.2.2 delete the phrase "or where inspection in service is difficult,".

b. Delete the note of 3.1.2.2 and insert in lieu thereof the following note:

NOTE: Main causes of uncertainty may be the absence of tests, likely variability, possible deterioration in service, and difficulties of inspection in service.

c. In the first line of 3.1.2.3 (c) delete the phrase "as a whole".

d. At the end of 3.1.2.3 (e) replace the semicolon by a full stop.

e. Delete 3.1.2.3 (f) and insert in lieu thereof the following:

RECOMMENDATION: Where the structural flexibility is such that any rate of load application, likely to occur in the operating conditions corresponding to a specified load, can produce transient stresses appreciably higher than the stresses corresponding to static loads, the effects of such rate of application should be taken into account.

Amendment 19. Delete the existing text of 3.2 with the exception of the last note, which remains unchanged, and insert in lieu thereof the following:

3.2 *Design Airspeeds.* Design airspeeds shall be equivalent airspeeds EAS. The design airspeeds V_F, V_B, V_C, and V_D shall be selected by the applicant, but shall not be less than:

(a) At sea level: The minimum values denoted by the suffix "min";

(b) At all altitudes up to 6,100 metres (20,000 feet): The minimum values denoted by the suffix "min", except that they may be lower where the speeds are limited by consideration of hazards from compressibility effects;

(c) At altitudes above 6,100 metres (20,000 feet): Values selected in a manner which will provide the level of safety implied in (a) and (b).

The design values of the stalling speeds V_{s_0} and V_{s_1} for structural design purposes shall be selected so as to approximate actual values closely or to represent them conservatively.

NOTE: The manner in which the design airspeeds are used in determining the airspeed operating limitations is prescribed in 9.2.2.

Amendment 20. In 3.3.1.2 at the beginning of the first sentence, in front of the Recommendation and in front of the note, insert the letter A, and insert at the end of 3.3.1.2 the following new text:

D The values of n_1, n_2, n_3, n_4, on the manoeuvring V–n diagram (see fig. 3–1), shall be selected by the applicant as follows:

$$n_1 \geqq 2.1+\frac{10{,}890}{W(\text{kg.})+4{,}540}$$

$$\left(n_1 \geqq 2.1+\frac{24{,}000}{W(\text{lb.})+10{,}000}\right)$$

but n_1 need not be greater than 3.5 and shall not be less than 2.5;

$$n_2 \leqq 0$$

$$n_3 \leqq -1$$

$$n_4 \geqq 0.75\ n_1,$$

but n_4 shall not be less than 2.5.

At the end of 3.3.1.3 insert the following note:

NOTE: In the absence of information on the control displacements and timing that produce the most severe loading conditions likely to occur in operation and on sufficiently accurate values of the aerodynamic parameter necessary for the rational determination of the aeroplane motion, empirical methods will normally need to be used. The following method assumes certain pitching accelerations to occur simultaneously with load factor of unity and the positive limit value, respectively, at points A_1, A_2, D_1, and D_2 of the V–n diagram (fig. 3–1). The values of the pitching accelerations are determined by the formula:

Angular acceleration in radians/sec^2=

$$\frac{C}{V}(n_1-1)^2$$

where n_1 has the value prescribed in 3.3.1.2, and where C has the values given in the

following table. The sign (+) denotes an acceleration in the nose-up direction.

Point of V-n diagram	C	
	Metric units V in kilometres per hour	English units V in miles per hour
A_1	+80	+50
A_2	−80	−50
D_1	+80	+50
D_2	−80	−50

Amendment 21. a. In 3.3.1.4 add a comma after the word "loads" at the end of the sixth line and delete the phrase "in accordance with 3.3.1.4.4" in the last line.

b. Add at the end of 3.3.1.4 (preceding 3.3.1.4.1) the following Note:

NOTE: See 3.3.1.4.4.

c. Delete the existing text of 3.3.1.4.2 and 3.3.1.4.3 and insert in lieu thereof the following:

3.3.1.4.2 *Gust gradient distance.* It shall be assumed that the vertical gust velocities increase from zero to the design maximum values prescribed in 3.3.1.4.1, in appropriate horizontal distances.

NOTE: Little is known about the true relationship of gust velocities and gradient distances. If reliable information is available regarding this relationship in the atmosphere, appropriate combinations of gust velocity and gradient distance giving the most severe loads may be assumed.

3.3.1.4.3 *Transient stresses.*

NOTE: If the recommendation 3.1.2.3 is followed, an investigation of the transient stresses due to the effects of gusts may be necessary where the speed and altitude are so high and the wing bending frequency is so low that they extend appreciably beyond the range of satisfactory experience.

Delete the first sentence of 3.3.1.4.4 and amend the Note as follows: Insert after the word "conditions" in the second line of the Note the words: "for conventional aeroplanes", and insert the word "an" between "F is" and "alleviating" in the seventh line of the Note.

In the penultimate line of the Note of 3.3.1.4.5 delete the word "neglecting" and insert in lieu thereof the words: "using reduced".

Amendment 22. Delete the existing text of 3.3.3.2.2 and insert in lieu thereof the following:

3.3.3.2.2 *Lateral gusts.* At all altitudes from sea level up to 7,600 metres (25,000 feet), the aeroplane shall be assumed to encounter a 15.25-metre (50-foot) per second gust perpendicular to the plane of symmetry while in steady flight at speed V_C; for the purpose of determining design loads, equivalent sharp-edged gusts may be used.

NOTE: The reduction in gust velocity at high altitudes indicated under 3.3.1.4.1 applies also to lateral gusts.

Where information substantiated by data or experience concerning equivalent sharp-edged gusts is not available, an approximation will normally need to be made. The following approximation assumes that the effect of a lateral gust of maximum velocity U is a change in the angle of attack of the vertical tail surfaces by an amount equal to

$$\arctan \frac{F_1 U}{V_C}$$

where F_1 is an alleviating factor. The attitude and speed of the aeroplane are assumed to remain constant.

The values of F_1 shown in figure 3–4 are suitable only when used with aerodynamic data based on steady flow conditions.

Amendment 23. a. In the fifth line of 3.3.5.3 delete the phrase "the pilot effort assumed in the design of the control system (see 3.3.6)" and insert in lieu thereof the following: "the likely maximum pilot manoeuvring effort,".

b. In the fourth line of the note of 3.3.5.3 replace the word "hold" by the word "oppose" and add a comma after this word.

c. Delete the last sentence of 3.3.5.3 and insert in lieu thereof the following: "Servo tabs shall be designed for all deflections which are consistent with the primary control surface loading conditions and which can be achieved within the likely maximum pilot manoeuvring effort with due regard being given to possible opposition from the trim tabs."

NOTE: For the likely maximum pilot manoeuvring effort, see note in 3.3.1.3.1.

Amendment 24. Delete table 3–II and insert in lieu thereof the following:

TABLE 3–II—PILOT EFFORT LIMITS FOR CONTROL SYSTEMS

Control	Maximum pilot effort		Minimum pilot effort
	$W \geq 11{,}340$ kg. (25,000 lb.)	$W \leq 2268$ kg. (5,000 lb.)	
Aileron			
Stick lateral	36 kg. (80 lb.)	30 kg. (67 lb.)	18 kg. (40 lb.).
Wheel lateral	36 kg. (80 lb.)	30 kg. (67 lb.)	18 kg. (40 lb.).
Wheel vertical:			
Down	45 kg. (100 lb.)	30 kg. (67 lb.)	23 kg. (50 lb.).
Up	45 kg. (100 lb.)	30 kg. (67 lb.)	23 kg. (50 lb.).
Wheel torque	36 D* kg. m. (80 D* lb. in.)	24 D* kg. m. (53 D* lb. in.)	18 D* kg. m. (40 D* lb. in.).
Elevator			
Stick	91 kg. (200 lb.)	76 kg. (167 lb.)	45 kg. (100 lb.).
Wheel	113 kg. (250 lb.)	91 kg. (200 lb.)	45 kg. (100 lb.).
Rudder			
Bar or pedals	135 kg. (300 lb.)	91 kg. (200 lb.)	60 kg. (130 lb.).

For aeroplanes having a weight, W, between 2,268 kg. (5,000 lb. and 11,340 kg. (25,000 lb.) (where W is the maximum design weight), the maximum pilot effort shall vary linearly between those prescribed for $W \leq 2.268$ kg. (5,000 lb.) and $W \geq 11{,}340$ kg. (25,000 lb.).

*D equals the diameter of the control wheel in metres (inches).

Amendment 25. In 3.4.1, at the beginning of the first sentence, insert the letter A and, at the beginning of the last sentence, insert the letter D.

Amendment 26. a. At the end of the note of 3.4.3.1 delete the phrase "to provide a sufficiently robust design" and insert in lieu thereof the following: ", or to consider the dynamic effects of pitching resulting from rapid application of the brakes."

b. Delete the recommendation of 3.4.3.1.

c. In the fourth line of the first sentence of 3.4.3.2 delete the words "and only the main wheels are in contact with the ground" and insert in lieu thereof the following: "in the tail up attitude".

d. In the third sentence of 3.4.3.2 delete the phrase "on the two sides".

e. At the end of the fourth sentence add the following phrase: ", except that for a freely castoring nose-wheel zero side load may be assumed."

Amendment 27. a. Delete the title of 3.7.1 and insert in lieu thereof the following title:

3.7.1 *Design conditions and inertia loads.*

b. Delete the note of 3.7.1 and insert in lieu thereof the following note:

NOTE: Hazards to occupants in crash conditions can be reduced by designing the aeroplane so that the following are unlikely to cause either direct physical injury to the occupants or injury as a result of rupture of the tanks: landing gear collapse, landing with a retracted or deranged landing gear, and engines breaking loose. Serious injury to the occupants can also be reduced by making the interior of the aeroplane free, insofar as practicable, from projections or hard points so located that the occupants might come in contact with them when making proper use of the seats, berths, and safety belts. (Detail design standards for seats, berths, and safety belts are given in 4.6.)

Amendment 28. a. Insert at the beginning of the fourth sentence of 3.8, beginning with "Compliance with these Standards * * *", the paragraph number 3.8.1 and start with the fifth sentence a separate paragraph with the number 3.8.2.

b. Insert between 3.8.1 and 3.8.2 the following new note:

NOTE: For example, if previous satisfactory experience with aeroplanes of similar type is available, and if V_D is less than 300 kilometres (186 miles) per hour, compliance with 3.8 may be shown by flight test carried out up to V_{DF}, provided that the controls are excited, during such tests, to demonstrate freedom from flutter and divergence.

Amendment 29. Insert in Table 3–III after the words "of the semi-span" the following: "measured from the plane of symmetry of the aeroplane".

Amendment 30. a. Insert between the standard and the note of 3.9 the following:

NOTE 1: For example, if previous satisfactory experience with aeroplanes of a similar type is available, and if V_D is less than 300 kilometres (186 miles) per hour, compliance

with 3.9 may be shown by flight tests carried out up to V_{DF}.

b. Insert after the word "Note" of the existing note the figure "2".

c. Delete the existing text of 3.11 and insert in lieu thereof the following:

3.11 *Fatigue strength.* The strength and fabrication of the aeroplane shall be such as to ensure that the probability of disastrous fatigue failure of the aeroplane structure under repeated loads anticipated in operation is extremely remote. Where a type of construction is used for which experience is not available to show that compliance with the other standards of Chapter 3 of this part will ensure the strength of the structure under repeated loads, its strength under such loads shall be substantiated so far as practicable by suitable investigations.

NOTE 1: With certain types of structure, incipient or progressive fatigue failures can be readily detected by inspection in time to avoid disastrous fatigue failure or serious reduction in strength.

NOTE 2: Fatigue tests on parts of the structure where high stress concentration is suspected will assist in showing satisfactory fatigue strength. The magnitude, and the number of repetitions of the loads resulting from gusts, manoeuvres, ground loads and vibration, will need to be assumed.

Amendment 31. Delete the existing text of 4.2.4.2 and 4.2.5 and insert in lieu thereof the following:

4.2.4.2 *Wing flap position indicators.* Means shall be provided to indicate the wing flap position to the pilot. The means for wing flap position indication shall show each position used in establishing the performance prescribed in Chapter 2 of this part. If any extension beyond the landing position is possible, the means for wing flap position indication shall show clearly such extension.

4.2.5 *Control system installations.* All control systems and operating devices shall be designed and installed so as to prevent, even in case of slackened cables, jamming, chafing, and interference by passengers, cargo, or loose objects, and to prevent slapping of cables, chains, or tubes, against parts of the aeroplane. All pulleys and sprockets shall be provided with effective guards. Compliance with this standard shall be demonstrated by suitable tests.

Amendment 32. a. Delete the words "The retracting mechanism shall have sufficient power" at the beginning of the text of 4.3.1.1 and insert in lieu thereof the following: "A–D It shall be possible".

b. Delete the first line of the note of 4.3.1.1 and insert in lieu thereof the following:

A NOTE: In the absence of experience or data substantiating the values of speeds and accelerations, arbitrary values will need to be assumed, for example:

c. In (a) of the note replace the word "Airspeed" by the word "Airspeeds".

d. Insert the letter group A–D in front of the Recommendation of 4.3.1.1.

Amendment 33. Insert in 4.3.1.4 (c), after the word "position", the following: "if such locking is provided (see 4.3.1.3)."

Amendment 34. Insert the letter A after the characteristic number of 4.3.4.2.

Amendment 35. a. At the beginning of the text of 4.4.1.1 insert the letter A and at the end of 4.4.1.1 add the following: "D Aeroplanes permitted to fly in icing conditions, in accordance with the Standards of Annex 6, shall comply with the standards of 4.4.1.1 A."

b. Delete the second sentence of 4.4.2.

c. Insert the letter A after the characteristic number of 4.4.2.1.

Amendment 36. Delete the existing text of 4.5.1 and insert in lieu thereof the following:

4.5.1 *Normal exits.* A–D The normal means of exit provided shall be adequate and easily accessible.

A Aeroplanes having closed cabins shall be provided with at least one normal exit in the form of a main door.

A–D It shall be possible to open normal exits from both inside and outside, using one handle only in each case. The operation of the handles shall be simple, rapid and obvious, and they shall be arranged and marked so that they can be readily located and operated, even in darkness.

A–D Reasonable provisions shall be made to prevent the jamming of normal exits as a result of fuselage deformation in a minor crash.

A–D RECOMMENDATION: Normal exits should be located and arranged so that, with practicable operating procedure, persons using the exits will not be endangered by the propellers. Main doors should open outwards to minimize jamming by occupants under panic conditions.

Amendment 37. a. After the title of 4.10 insert the following sub-title:

4.10.1 *Material.*

b. After the Recommendation insert the following sub-title:

4.10.2 *Receptacles.*

c. After the end of 4.10 in the existing Annex 8 insert the following new text:

4.10.3 *Protection against fire in the cargo and baggage compartments.*

RECOMMENDATION: The aeroplane should be safeguarded from possible fires in cargo and baggage compartments. Due account should be taken of the accessibility of the compartment and the goods to be carried in it as well as of the fire resistance of its construction, the aeroplane systems passing through it, its degree of sealing or ventilation, and the need for remote fire detecting and extinguishing apparatus.

4.10.4 *Release of fire extinguishing agent.*

RECOMMENDATION: In fire extinguishers intended for use in passenger and crew compartments, the extinguishing agent should be such that there would not be dangerous contamination of the air due to the release in any one compartment of all the extinguishers which could be used in it.

Amendment 38. In 5.1.2 and subparagraphs:

a. At the beginning of 5.1.2 delete the phrase "Compliance with the Standards of Chapter 5 shall render an engine" and insert in lieu thereof the following: "Compliance with the appropriate standards of Chapter 5 shall render a prototype or a modified engine".

b. At the end of 5.1.2 add the following new sentence: "Compliance with the standards of 5.2.7 or 5.3.7. as appropriate shall render a series or overhauled engine eligible for approval."

Amendment 39. Insert after 5.2.1.3 the following new paragraph:

5.2.1.4 A *Power indication.* The engine shall incorporate provisions for the installation of a device capable of indicating to the pilot, during flight, any change in the power output of the engine.

Amendment 40. a. Delete the first two sentences of 5.2.3.2 and insert in lieu thereof the following: "A single engine of the design and construction submitted for approval shall complete satisfactorily the vibration, calibration, detonation, endurance, and operation tests prescribed in 5.2.3 except that one or more identical engines may be used for the vibration, calibration, operation and detonation tests. If more than one engine is used, the engine to be used for the endurance test shall be subjected to a calibration check before starting the endurance test."

b. Delete the first two sentences of 5.2.3.3 and insert in lieu thereof the following: "A vibration survey shall be conducted to investigate crankshaft torsional and bending vibration characteristics over the operational range of crankshaft rotational speed and engine power normally used in flight (including low-power operation), from idling speed to either 110 percent of the desired maximum continuous speed rating, or 103 percent of the desired take-off speed rating, whichever is higher. The survey shall be conducted with a representative flight propeller."

Amendment 41. Delete the phrase "After the completion of the endurance test prescribed in 5.2.3.6" at the beginning of 5.2.3.7.

Amendment 42. Insert after 5.2.6 the following:

5.2.7 *Series and overhauled engines.* Running in, endurance running under load, fuel and oil consumption checks, functional checks, and power calibration, shall be conducted in such manner as will establish satisfactorily the standards implied by the prototype engine. The stages at which inspection is required shall be determined by the national authority having regard to the background of the engine type and to the organization responsible for the construction or overhaul.

RECOMMENDATION: Power measurements should be made by approved means giving an accuracy of within 1.5 percent.

5.3 *Turbine engines.* Turbine engines shall comply with the standards of 5.3.

5.3.1 *Design and construction.*

5.3.1.1 *Surge characteristics.* The engine shall be free of detrimental surge throughout its operating range in the minimum ambient air temperature in which it is to be operated.

5.3.1.2 *Vibration.* The engine shall be designed and constructed so as to

function throughout its normal operating range of rotational speeds and engine power without inducing excessive stress in the engine parts because of vibration, and without imparting excessive vibration forces to the aeroplane structure when the engine is properly installed, operated, and maintained, in an aeroplane.

5.3.1.3 *Ignition system.* All engines shall be equipped with an ignition system suitable for starting the engine on the ground and in flight at all altitudes up to a declared altitude.

5.3.1.4 *Engine and accessory mounting attachments.* The mounting attachments and structure of the engine shall have sufficient strength, when the engine is properly supported by a suitable engine-mounting structure, to withstand the loads arising from the loading conditions prescribed in Chapter 3, and to withstand any vibration forces likely to occur.

Accessory drives and mounting attachments shall be designed and constructed so that the engine will operate safely with the accessories attached. The design of the engine shall incorporate provisions adequate for the examination, adjustment, or removal, of all essential engine accessories.

5.3.1.5 *Power indication.* The engine shall incorporate provisions for the installation of a device capable of indicating to the pilot, during flight, any change in the power output of the engine.

A turbo-propeller engine shall also incorporate means of controlling the power output within the approved limits.

5.3.2 *Applicant's declaration.* The applicant shall declare the conditions and limitations which are intended to govern the operation of the engine. This declaration shall include at least the following information:

(a) A brief description of the engine and its essential design features;

(b) Engine rating and all operating limitations (e. g., propelling nozzle area, rotational speed, temperature, power and/or thrust, and maximum altitude for re-starting);

(c) Fuel or fuels to be used;

(d) Lubricating oil to be used;

(e) Coolant to be used, if any;

(f) Limitations on operating temperatures and pressures;

(g) Accessories to be fitted for the tests.

After completion of the tests the applicant shall specify the maximum permissible torque and maximum overhung moment for each accessory.

5.3.3 *Tests.*

5.3.3.1 *Scope.* Turbine engines of conventional design shall be subjected to the tests prescribed in 5.3.3 except that, for modified engines, the tests may be varied to suit the particular modification: *Provided*, That such variation does not lower the level of safety.

For engines of unusual design, the tests prescribed in 5.3.3 shall be varied appropriately in order to achieve, as far as practicable, an equivalent level of safety.

5.3.3.2 *Conditions.* A single engine of the design and construction submitted for approval shall complete satisfactorily the vibration, calibration, endurance, and functional tests prescribed in 5.3.3, except that one or more identical engines may be used for the vibration and calibration tests. If more than one engine is used, the engine to be used for the endurance and functional tests shall be subjected to a calibration check before starting the endurance and functional tests. The tests shall be conducted in the order described, except insofar as this paragraph admits variation of that order.

Throughout these tests, unless otherwise prescribed, all accessory drives shall be fitted either with representative accessories, or with equivalent means for simulating the loads for which the engine is designed.

Before starting and after completing the tests, a full strip examination of the endurance test engine, including measurements of wear, distortion and creep shall be made and recorded, except that the strip examination before the start of the tests may be omitted when the wear, distortion and creep can be evaluated by other acceptable means.

All tests on turbo-propeller engines, except the calibration tests and checks, shall be made using a representative flight propeller.

All tests shall be made with a declared representative air intake, jet pipe, and propelling nozzle. The propelling nozzle area may be modified for the three runs at 103 percent of the declared maximum operating speed specified in 5.3.3.5 (a) (i) and for the 10-hour run at maximum continuous power and/or thrust at maximum exhaust gas and oil inlet temperatures specified in 5.3.3.5 (b), and also for the endurance tests prescribed in 5.3.3.5 if unusual ambient air temperatures prevail during this test.

In the case of turbo-jet engines, suitable means for measuring the static jet thrust shall be provided for the tests.

In the case of turbo-propeller engines, the calibration tests and checks shall be carried out on a suitable dynamometer test bench or by the use of an approved type of torque dynamometer, the static jet thrust being determined by suitable means.

5.3.3.3 *Vibration test.* A vibration survey shall be conducted to investigate the vibration characteristics throughout the operating range of rotational speed.

If excessive vibration is found to be present in the operating range of the engine, suitable remedial measures shall be taken prior to the endurance test.

If moderate vibration is found to exist in the operating range of the engine, either remedial measures shall be taken, or the engine used for the endurance test shall be subjected to a vibration penalty test. This penalty test shall be conducted during the endurance test and shall be substituted for appropriate portions of the test prescribed in 5.3.3.5; such penalty test shall include operation under the most adverse vibration condition for a period sufficient to establish the ability of the engine to operate without fatigue failure.

5.3.3.4 *Calibration test.* The engine shall be calibrated, after being properly run-in, to establish the operating characteristics for purposes of rating the engine.

All accessories not required for engine operation shall be disconnected during this test.

5.3.3.5 *Endurance test.* The endurance test shall consist of a total of 150 hours of operation and, unless otherwise specified in this section, shall be performed in such periods and order as is considered acceptable. During the endurance test, the rotational speed shall be maintained at, or within approved limits of, the declared maximum specified for each test condition, and all automatic controls shall be in operation wherever possible.

If the power and/or thrust is controlled by an automatic power control, the test conditions within declared limits shall be as established by the power control position determined by the pre-endurance calibration check.

The 150-hour test shall consist of the following:

(a) *Take-off and idling.* (i) A total of at least 10 hours in cycles, each cycle to comprise 5 minutes at maximum take-off conditions and 5 minutes at approach idling speed, except that in three of the cycles 5 minutes at 103 percent of the declared maximum operating speed shall be substituted for the 5 minutes at maximum take-off conditions.

(ii) A total of at least 10 hours, comprising 5 hours at maximum take-off conditions in periods of not less than 15 minutes, and 5 hours at ground-idling conditions in suitable periods.

If the combined total in conditions (i) and (ii) exceeds 20 hours, the excess time run under maximum take-off conditions may be deducted from the time prescribed in (b), and the excess time run under idling conditions, up to a maximum of 5 hours, may be deducted from the time prescribed in (c).

(b) *Maximum continuous power and/or thrust.* Eighty hours (or the lower period permitted by the concession in (a)) at maximum continuous power and/or thrust. During 10 hours of this run the exhaust gas and oil inlet temperatures shall be maintained at the maximum declared for this condition.

(c) *Cruising power and/or thrust.* Fifty hours (or the lower period permitted by the concession in (a)) in periods of at least 4.5 hours duration at the power and/or thrust conditions corresponding with the range of cruising speeds. The schedule of running shall be arranged on the basis of the maximum continuous operating rotational speed or 95 percent of the declared maximum operating rotational speed, whichever is the greater, and shall include a period at 95 percent that greater speed. The remaining periods shall be run at speeds reduced by increments of not more than 5 percent of the chosen maximum rotational speed.

(d) *Starts.* A minimum of 75 starts shall be made, and shall include 10 false starts, 10 cold starts, and 10 hot starts, except that, if means for pre-

venting false starting are incorporated in the engine, the false starts may be omitted.

(e) *Accelerations.* A minimum of 155 accelerations shall be made during the endurance test. The accelerations shall be made from the declared minimum approach- or ground-idling conditions to maximum take-off power and/or thrust.

5.3.3.6 *Functional tests.* The engine shall be subjected to whatever additional tests are considered necessary to establish the functional characteristics of the engine.

NOTE: These tests may be run in conjunction with the endurance test prescribed in 5.3.3.5.

5.3.3.7 *Recalibration check.* At the completion of the tests prescribed in applicable portions of 5.3.3.4, 5.3.2.5 and 5.3.3.6, the endurance test engine shall be subjected to a calibration check to determine any change in power characteristics caused by these tests. There shall be no substantial decrease in power and/or thrust as a result of these tests.

5.3.3.8 *Power ratings.* Power ratings shall be based upon the calibration test prescribed in 5.3.3.4, and upon the following atmospheric conditions:

(a) Dry air (if correction is significant);

(b) Intake air temperature of 15° C. (59° F.);

(c) Atmospheric pressure of 760 millimetres (29.92 inches) of mercury.

5.3.4 *Engine adjustments and parts replacement during tests.* During the tests of 5.3.3, maintenance shall be confined to servicing and minor repairs, except that major repairs or replacement of parts may also be made: *Provided,* That the parts in question are subjected to additional penalty tests: *And provided also,* That the level of safety implied in 5.3.3. is not lowered. The extent of these penalty tests shall be dependent upon the nature and extent of the repairs or replacements involved.

5.3.5 *Identification.* A suitable identification plate shall be permanently attached to the engine at a location where it will be readily visible when the engine is installed in an aeroplane. This plate shall show the approved ratings of the engine.

5.3.6 *Instruction manual.* The holder of a certificate of type approval, within a reasonable time after receiving such certificate, shall prepare and submit for approval a manual or manuals containing suitable instructions for the installation, operation, servicing, maintenance, repair, and overhaul of the certificated engine type or types.

The holder of a certificate of type approval shall make the approved instruction manual(s) available to persons engaged in the operation, maintenance, repair, or overhaul of engines manufactured under such certificate, and shall prepare, submit for approval, and make available any revised instructions deemed necessary as a result of experience in operation.

5.3.7 *Series and overhauled engines.* Running in, endurance running under load, fuel and oil consumption checks, functional checks, and power calibration, shall be conducted such as will establish satisfactorily the standards implied by the prototype engine. The stages at which inspection is required shall be determined by the national authority having regard to the background of the engine type and to the organization responsible for the construction or overhaul.

RECOMMENDATION: On turbo-propeller engines, power measurement should be by means of an approved dynamometer test bench, or torque dynamometer embodied in the engine, while the static thrust may be determined by any suitable means. Thrust measurements in turbo-jet engines should be by means of an approved test bench and/or instrumentation, and gas temperature measurements by means of an approved instrumentation.

Amendment 43. a. Delete the title of 6.2.4 and insert in lieu thereof the following titles:

6.2.4 *Vibration test.*

6.2.4.1 *Propellers with metal blades.*

b. After the end of 6.2.4 insert the following new paragraph:

6.2.4.2 *Propellers with detachable wood or composite blades.* A test shall be conducted on prototype propellers with detachable wood or composite blades to determine that the vibration characteristics are not such as to cause resonance detrimental to airworthiness in the engine r. p. m. range.

Amendment 44. a. Delete the title of 6.2.5.3 and insert in lieu thereof the following title:

6.2.5.3 *Variable pitch propellers for reciprocating engine application.*

b. In the second line of 6.2.5.3 insert after the word "propellers" the phrase: "for reciprocating engine application".

c. In the second line of 6.2.5.3 (a) (i) delete the word "an" and insert in lieu thereof the words "a reciprocating"

d. After the end of 6.2.5.3 insert the following new paragraph:

6.2.5.4 *Variable pitch propellers for turbo-propeller engine application.* Prototype variable pitch propellers for turbo-propeller engine application shall be subjected to one of the following:

(a) An endurance block test consisting of: (i) At least 100 hours duration on a turbo-propeller engine of the same power and speed characteristics as the engine or engines with which the propeller is intended to be used; at least 50 hours of this test shall be conducted at the proposed maximum continuous rotational speed and power rating of the propeller. Fifteen minutes of the test shall be run at maximum overspeed of the engine. The remaining portion of the test shall be run at the rotational speed and power conditions deemed appropriate taking into consideration the findings of the vibration test;

(ii) An additional 10-hour test conducted at the maximum power and rotational speed proposed for the take-off rating, if a rating in excess of the maximum continuous rating is desired for take-off purposes.

NOTE: By virtue of Part II, 2.1, the national authority, in particular cases, may grant exemption from this test for a propeller type which has been approved previously for application to a reciprocating engine, if it considers that the exemption will not lower the level of safety implied by this standard.

(b) Operation on an engine throughout the type test of 5.3.3.5, if the ratings desired for the propeller are the same as the ratings desired for the engine undergoing the test.

e. In the second line and in the seventh line of 6.2.6 insert after the reference number 6.2.5.3 the following: "or 6.2.5.4".

f. Add to the existing text of 6.2.6 (e) the following sentence: "Alternatively, 20 runs of 30 seconds shall be made at the declared minimum overspeed or at a speed 5 per cent in excess of the declared maximum take-off speed, whichever is higher."

g. After 6.2.6 (e) insert the following new paragraph:

(f) *For turbo-propeller engine application.* It shall be demonstrated by testing that any special control features associated with turbo-propeller installations give, so far as is practicable, a level of safety equivalent to that of reciprocating engine installations of conventional design.

Amendment 45. Delete the existing text of 6.4 and insert in lieu thereof the following:

6.4. *Identification.* Suitable identification data shall be permanently marked on, or attached to, a non-critical surface of each propeller or its hub. When such data are not visible when the propeller is installed in an aeroplane, they shall also be painted or printed on a visible portion of the propeller blade or hub.

Amendment 46. a. Delete the existing text of 7.1 and insert in lieu thereof the following:

7.1 *General.*

7.1.1 *Scope.* Powerplant Installations shall comply with the standards of Chapter 7 except that when the engine is of a type for which no Standards have been prescribed, it shall comply with such requirements as will ensure an equivalent level of safety.

7.1.2 *Functioning.* All components of the powerplant installation shall be constructed, arranged and installed so as to ensure their safe operation during the normal periods between inspections and overhauls.

7.1.3 *Accessibility.* Accessibility shall be provided to permit such inspection and maintenance necessary for the continued airworthiness of the aeroplane.

b. In the first and second lines of 7.2.1 delete the phrase "isolated each from the other so" and insert in lieu thereof the following phrase: "arranged and installed so that they can be isolated each from the other in a manner such".

c. Delete the existing text of 7.2.2.1 and insert in lieu thereof the following:

7.2.2.1 *Control of engine rotation.* A Means shall be provided for stopping and restarting in flight any individual engine. All components provided for stopping an engine in flight, which are

located on the engine side of the firewall and which might be exposed to fire, shall be of fire-resistant construction.

D Means shall be provided for stopping an engine in flight after engine failure when overspeed might be caused by windmilling of the propeller.

Amendment 47. a. In the fifth and sixth lines of 7.2.3.4 delete the phrase "both for the prevention and for the removal of" and insert in lieu thereof the following: "for the prevention or the removal of hazardous".

b. In the sixth line of 7.2.4.1 after the word "supply" insert the following: "at atmospheric temperature".

c. At the end of the last sentence of 7.2.4.1 add the following: ", as outlined in 7.2.4.3.1."

d. At the beginning of the first sentence of 7.2.4.2 insert the letter group A–D.

e. At the beginning of the second sentence of 7.2.4.2 insert the letter A; in the sixth line of the same sentence, delete the words "rate of climb" and insert in lieu thereof "climb performance". In the tenth line of this sentence delete the reference number "2.3.4.2.2" and insert in lieu thereof the number "2.3.4.2.2.1 A".

f. After the second sentence of 7.2.4.2 insert the following:

D There shall be no evidence of vapour locks or other malfunctioning when the aeroplane is operated with the approved fuel at a temperature of not less than 43.5° C. (110° F.) and is climbed at a maximum rate of climb with the engine(s) operating at maximum continuous power, up to the maximum operating altitudes, at an aeroplane weight corresponding with operation with full fuel tanks, minimum crew, and only the ballast necessary to comply with the centre of gravity limits for which the aeroplane is to be certificated.

g. At the beginning of the last sentence preceding the note of 7.2.4.2 insert the letter group A–D.

h. Insert at the beginning of the first, the second, the third and the last sentences and also after the letter (a) of 7.2.4.3.1 the letter group A–D. After the letter (b) of 7.2.4.3.1 insert the letter A. After (b) insert the following new paragraph:

(c) D Climb at take-off safety speed with the wing flaps in the position most favorable for climb, landing gear retracted, engines operating at maximum take-off power, and the aeroplane weight equal to the weight corresponding to operation with minimum fuel, minimum crew, and only the ballast necessary to comply with the centre of gravity limits for which the aeroplane is certificated.

i. Amend the letter (c) of 7.2.4.3.1 to read "(d) A–D.".

j. Amend the reference number 7.2.4.3.1 in 7.2.4.3.2 to read "7.2.4.3.1 (a)".

k. In 7.2.4.3.3, in the ninth line, at the end of first sentence insert the following: ", except that in the case of single-engined aeroplanes it shall be possible to achieve this within 10 seconds."

l. At the end of first sentence of 7.2.4.4.1 add the phrase: ", except that this need not apply where the likelihood of failure of a component, in normal operation, is extremely remote."

m. In 7.2.4.5 delete the note and the sentence preceding it and insert in lieu thereof the following: "The word 'fuel' (or its equivalent in other languages), the permissible fuel octane rating for the engine(s) installed, and the usable fuel capacity, shall be marked on, or adjacent to, the filler cap. The units of capacity used shall also be included in these markings."

n. In 7.2.4.7 delete 7.2.4.7 (a) and insert in lieu thereof the following:

(a) *Pressure tests for non-pressurized tanks.* (i) For tanks which do not form a part of the aeroplane structure: A pressure of 0.21 kilogrammes per square centimetre (3.0 pounds per square inch), or the internal pressure developed with the tank full during the accelerations corresponding with maximum ultimate load factors of the aeroplane, whichever is the greater.

(ii) For tanks which form a part of the aeroplane structure, or which consist of a portion of the aeroplane structure supporting a flexible liner: The application of the critical combination of structural loads and internal pressures developed with a full tank, during the accelerations corresponding with maximum limit load factors of the aeroplane. In the test the resultant pressures on all tank surfaces shall not be less than the pressures specified, or 0.21 kilogrammes per square centimetre (3.0 pounds per square inch), whichever is the greater. The application of the structural loads may be dispensed with in this test if the tank construction, structural details, type of sealant, method of sealing, and all other factors which may affect the possibility of tank leakage in service, have been substantiated by other tests designed to investigate the factors involved, or by service experience on other aeroplanes.

o. In the seventh line of 7.2.4.10.3 delete the words "as close as practicable to" and insert in lieu thereof the following: "on or to the rear of".

p. In 7.2.4.10.7 delete the fifth sentence, beginning with "Immediately available emergency fuel pumps * * * ", and insert in lieu thereof the following:

"In pressure feed systems, immediately available emergency fuel pumping provisions shall be installed, with a capacity adequate to supply all engines at the prescribed flow rate in case of failure of any one fuel pump."

q. In 7.2.4.11 at the beginning of the first, the third, the fourth, the sixth, the seventh, the eighth and the ninth sentences insert the letter group A–D.

r. Between the third and the fourth sentences of 7.2.4.11 that is, preceding the sentence beginning with "Unless it is demonstrated that wing flap position * * * " insert the following: "D The test conditions and configurations prescribed in this paragraph need not be complied with: *Provided*, That a placard is exhibited in the aeroplane prohibiting the jettisoning of fuel under conditions and configurations other than those successfully demonstrated by tests."

s. In the third last sentence of 7.2.4.11 insert in the second line, after the word "possible", the following phrase: "in level flight attitudes".

t. Delete the words "as stated in the Engine Instruction Manual, plus a suitable safety margin" at the end of 7.2.5 and insert in lieu thereof the following: "in the same conditions plus a margin adequate to ensure circulation."

NOTE: An oil-fuel ratio of at least 1 to 30 by volume will normally ensure compliance with this standard.

u. Delete the second sentence and the note of 7.2.5.2 and insert in lieu thereof the following: "The word 'oil' (or its equivalent in other languages) and the tank capacity, shall be marked on, or adjacent to, the filler cap. The units of capacity used shall also be included in these markings."

v. Add after the end of the third sentence of 7.2.5.3 the following sentence: "It shall not be possible inadvertently to fill the tank expansion space when the aeroplane is in the normal ground attitude."

w. At the end of 7.2.5.4 (a) delete the words "maximum acceleration of the aeroplane corresponding with the ultimate loads, whichever is greater" and insert in lieu thereof the following: "accelerations corresponding to maximum ultimate load factors of the aeroplane, whichever is the greater;"

x. In the second sentence of 7.2.5.7.2 delete the words "and as close to the firewall as possible" and insert in lieu thereof the following: "in a position precluding hazardous flow of oil after the valve is closed."

Amendment 48. In 7.2.6.1 (b) delete the existing text and insert in lieu thereof the following:

(b) If it is established that the powerplant installation is suitable for operation at higher maximum anticipated air temperatures, such higher temperatures shall be stated in the Aeroplane Flight Manual.

Amendment 49. a. In 7.2.6.3.3 (b) delete the phrase "maximum acceleration of the aeroplane corresponding with the ultimate loads" and insert in lieu thereof the following: "accelerations corresponding with maximum limit load factors of the aeroplane."

b. In the last line of 7.2.6.3.3 (b) delete the word "is" and insert in lieu thereof the word "the".

Amendment 50. Delete the first sentence of 7.2.7.1.2 and insert in lieu thereof the following: "Means shall be provided to enable the appropriate members of the flight crew to determine, during flight, either the fuel/air ratio or the rate of fuel flow for each engine, unless automatic mixture controls are installed, and except in the case of relatively simple powerplant installations where adequate control can be obtained by means of normal power and manual mixture controls."

Amendment 51. In 7.2.7.2.4 at the beginning of the first and the second sentences insert the letter group A—D;

at the beginning of the third sentence insert the letter A.

Amendment 52. At the end of the sentence immediately preceding the note add the words: "of moderate severity."

Amendment 53. a. In 7.2.9.1 add to the existing sentence the following new text: ", and, in particular, precautions against the outbreak of fire shall be taken by suitable design, positioning or protection of all elements of the electrical system and all systems carrying inflammable fluids, so that they are not vulnerable to serious damage."

b. Delete the existing text of 7.2.9.3 (a) and insert in lieu thereof the following:

(a) Engines and auxiliary powerplants located in nacelles which do not contain fuel tanks and which are sufficiently remote from the main structure of the aeroplane to give protection equivalent to that of a firewall;

c. At the end of the last sentence of 7.2.9.3.1 add the following: "as provided by the firewall itself."

Amendment 54. In the first sentence delete the words "in fuel burning heater and other combustion equipment installations".

Amendment 55. At the end of the second sentence add the following: "unless it can be shown that the container will withstand any internal pressure likely to occur."

Amendment 56. a. At the beginning of the first sentence of 8.1 insert the letter A.

b. After the first sentence of 8.1 (immediately before the note) insert the following new sentence: "D The minimum equipment installed in the aeroplane for the issuance of the certificate of airworthiness shall be that listed in (a), (b) and (c), except that any of the instruments listed in (b) which can be shown to be unnecessary for the safe operation of the aeroplane may be omitted."

c. In 8.1, insert the letter group A–D in front of the word "Note".

d. In 8.1 after the letters (a), (b) and (c) subsequent to the note insert the letter group A–D.

e. Add at the end of 8.1 (a) (i) the following: ", except that such means may be omitted for Category D aeroplanes which are not intended for operation under icing conditions."

f. Add after 8.1 (b) (xiii) the following:

(xiv) For aeroplanes equipped with turbine engines and aeroplanes equipped with four or more engines, irrespective of the type of engine: A device warning the pilot immediately of any change in the power output of the engine, and indicating to him, at the same time, which engine is at fault.

g. Add after 8.1 (c) the following new recommendation:

A RECOMMENDATION: A device warning the pilot immediately of any change in the power output of the engine, and indicating to him at the same time which engine is at fault, should be installed on all aeroplanes irrespective of the type and number of engines installed.

Amendment 57. a. In 8.2.3 delete the note and insert at the beginning of each of the two remaining sentences the letter group A–D.

b. At the end of 8.2.3 insert the following notes:

D NOTE 1: See Rules of the Air in Annex 2, which permit steady or flashing light systems.

A–D NOTE 2: The lights specified in 8.2.3, refer to the lights prescribed in Paragraph 4.1.1 of the Standards for the Rules of the Air in Annex 2. See that Annex for the other lights to be displayed on board an aeroplane in particular circumstances (seaplanes and amphibians on the surface of the water).

c. In 8.2.3.1 insert after the characteristic number the letter A.

d. In the first sentence of 8.2.3.1 (c) delete the words "as dihedral angle *L*, dihedral angle *R* and dihedral angle *A*".

e. Delete the existing paragraphs 8.2.3.2 to 8.2.3.2.4 and insert in lieu thereof the following:

8.2.3.2 A *Signals to be emitted by lights.* The signal in any direction shall consist of a sequence of identical cycles automatically repeated. The frequency shall be not less than 36 and not more than 60 cycles per minute. The ratio of any period when no lights are on, to the time of one complete cycle, shall not exceed 0.15.

8.2.3.2.1 A *Starboard signal.* A cycle of the signal emitted within dihedral angle *R* shall consist of either:

(a) A flash of green light followed by a flash of white light, the flashes being approximately equal in duration; or

(b) A steady green light and a flashing white light, the length of the white flash being approximately one-half the time of one cycle, and the intensity of the white light being greater than that of the green light in any direction.

8.2.3.2.2 A *Port signal.* A cycle of the signal emitted within dihedral angle *L* shall consist of either:

(a) A flash of red light followed by a flash of white light, the flashes being approximately equal in duration; or

(b) A steady red light and a flashing white light, the length of the white flash being approximately one-half the time of one cycle, and the intensity of the white light being greater than that of the red light in any direction.

8.2.3.2.3 A *Astern signal.* A cycle of the signal emitted within dihedral angle A shall consist of either:

(a) Two successive flashes of white light approximately equal in duration; or

(b) A flash of white light followed by simultaneous flashes of red and white lights separated vertically, the flashes being approximately equal in duration.

8.2.3.2.4 A *Synchronization of signals.* The cycles of the starboard, port, and astern signals shall be of equal duration. The white portions of the port and starboard signals shall be synchronized with one of the white flashes of the astern signal specified in 8.2.3.2.3 (a), or with the simultaneous white and red flashes of 8.2.3.2.3 (b).

8.2.3.3 A *Location of light sources.* Light sources shall be located so that they will not cause glare objectionable to the pilot.

RECOMMENDATION: The astern light should be as far aft as possible, and the red port and the green starboard lights should be spaced as far apart as practicable.

NOTE: A signal may be produced either by a single light source or by a combination of light sources mounted on one or more parts of the aeroplane structure. For example, the white flashes which alternate with the red port and green starboard wing tip lights, and the astern white light, may be provided by flashing white light sources mounted above and below the fuselage.

8.2.3.4 A *Failure of flashing unit.* It shall be possible for the crew to determine whether the system is functioning satisfactorily. In the event of failure of the flashing unit, it shall be possible to leave the port and starboard coloured lights and the white astern light on and the other navigation lights off.

8.2.3.5 A *Wing clearance lights.*

RECOMMENDATION: If there are no navigation lights within 1.80 metres (6 feet) of the wing tips, wing clearance lights should be provided at the wing tips. The port clearance light should be red and should be confined to dihedral angle *L*. The starboard clearance light should be green and should be confined to dihedral angle *R*. These lights should be steady.

f. Delete the characteristic number "8.2.3.3." and insert in lieu thereof the following: "8.2.3.6 A".

g. Delete the characteristic number and the existing text of the first sentence of 8.2.3.3.1 and insert in lieu thereof the following:

8.2.3.6.1 A *Colour specifications.* The green, red, and white colours referred to in 8.2.3 shall be as prescribed in this section in terms of the chromaticity coordinates recommended by the International Commission on Illumination (see fig. 8–1).

h. In the existing text of 8.2.3.3.1 (a) delete the figure "0.015" and insert in lieu thereof the figure "0.030".

i. Delete the existing text of 8.2.3.3.1 (c) and insert in lieu thereof the following:

(c) *White.*

x not less than 0.300 and not greater than 0.540.

RECOMMENDATION: x should not be greater than 0.500.

y not less than $x-0.040$ or $y_c-0.010$ whichever is the smaller and

y not greater than $x+0.020$, nor $0.636-0.400x$ where y_c is the y coordinate of the Planckian radiator for the value of x considered.

j. Delete the characteristic numbers "8.2.3.3.2", "8.2.3.4" and "8.2.3.4.1", and insert in lieu thereof the characteristic numbers "8.2.3.6.2 A", "8.2.3.7 A" and "8.2.3.7.1 A" respectively.

k. In the note of the existing text of 8.2.3.4.1 amend the reference number "8.2.3.4.2" to read "8.2.3.7.2" and in the last sentence amend "8.2.3.4" to read "8.2.3.7".

l. Delete the characteristic numbers "8.2.3.4.2" and "8.2.3.4.3" and insert in lieu thereof the characteristic numbers "8.2.3.7.2 A" and "8.2.3.7.3 A" respectively.

m. In the sixth line of the existing text of 8.2.3.4.3 amend the number "8.2.3.4.2" to read "8.2.3.7.2".

n. In table 8–II add at the bottom of the first column "40 degrees to 90 degrees" and at the bottom of the second column "at least 2 candles", and delete the note following table 8–II.

o. Delete the characteristic number "8.2.3.4.4" and insert in lieu thereof the following: "8.2.3.7.4 *A*".

p. In the existing text of 8.2.3.4.4 delete the phrase "in the horizontal plane".

q. Delete the existing table 8–III including the note following it and insert in lieu thereof the following:

TABLE 8-III—MAXIMUM INTENSITIES IN OVERLAPPING BEAMS OF NAVIGATION LIGHTS

Overlaps	Maximum intensity	
	Area A	Area B
	Candles	*Candles*
Green in dihedral angle *L*	10	1
Red in dihedral angle *R*	10	1
Green in dihedral angle *A*	5	1
Red in dihedral angle *A*	5	1
Rear white or rear red in dihedral angle *L*	5	1
Rear white or rear red in dihedral angle *R*	5	1

Area A represents the overlap in any plane bounded by two straight lines forming angles of $10^{\circ} \cos \theta$ and $20^{\circ} \cos \theta$ to the common boundary of the dihedral angles considered;

Area B represents the overlap in any plane beyond $20^{\circ} \cos \theta$,

θ is the angle of the plane to the horizontal plane.

r. Delete the existing text of 8.2.3.4.5 and insert in lieu thereof the following:

8.2.3.7.5 A *Intensity of wing clearance lights.*

RECOMMENDATION: The intensity of the wing clearance lights recommended in 8.2.3.5 should be not less than 2 candles in the horizontal plane.

s. Delete the characteristic number "8.2.3.4.6" and insert in lieu thereof the following: "8.2.3.7.6 A".

t. Delete the existing text of 8.2.3.5 and insert in lieu thereof the following:

8.2.3.8 A *Light covers and colour filters.* Any covers or colour filters used shall be of material which is not dangerously inflammable and shall be constructed so that they will not change colour or shape or suffer any appreciable loss of light transmission during normal use.

Amendment 58. Insert at the beginning of the text of 8.2.7 the letter A and add after the existing text the following new text: "D The failure of any one engine shall not impair the functioning of equipment so as to increase the risks in forced alighting."

Amendment 59. After 9.2.1 (c) insert the following new text:

(d) Floor loading intensities, where appropriate.

Amendment 60. In the first sentence of 9.2.2.4 delete the word "be" and insert in lieu thereof the following: "not be greater than".

Amendment 61. Delete the existing text of 9.2.5 (d) and insert in lieu thereof the following:

(d) *Fuel.* Specification and grade defining the fuel necessary for satisfactory operation of the powerplant at the limits defined in 9.2.5.

Amendment 62. Delete at the end of 9.2.9 the words "during visual flight by day" and add the following note:

NOTE: *See* Annex 6, Operation of Aircraft, for the circumstances in which the flight crew shall include members in addition to the minimum flight crew defined in this Annex.

Amendment 63. In 9.3 and subparagraphs:

a. Delete the last sentence of 9.3 and insert in lieu thereof the following: "The Manual shall contain a statement of the ICAO Transport Category or Categories in which the certificate of airworthiness classifies the aeroplane, together with a statement to the effect that the aeroplane has been certificated in such Category or Categories upon the basis of compliance with the international Airworthiness Standards.

b. In 9.3.3 delete the title and insert in lieu thereof the following new title:

9.3.3 *Statement of operating limitations.*

c. In the first sentence, second line of 9.3.3, substitute "(k)" for "(h)".

d. After the second sentence of 9.3.3 insert a new item (a) as follows:

(a) Loading limitations (see 9.2.1).

e. And renumber the succeeding items accordingly.

f. At the end of the existing 9.3.3 (d) add the following note:

NOTE: This applies when the aeroplane is flown under its ICAO certificate of airworthiness.

g. At the very end of 9.3.3 add the following:

(k) The minimum flight crew (see 9.2.9).

h. In the second line of the first sentence of 9.3.4 delete the phrase "and (c)" and insert in lieu thereof "(c) and (d)".

i. In the fourth line of 9.3.4 (a) delete the word "useful" and insert in lieu thereof the word "essential".

j. In the third line of 9.3.4 (c) delete the words "at least" and substitute a semi-colon for the full stop.

k. After 9.3.4 (c) add the following new text:

(d) The procedure to be followed for isolating the powerplants, and the flight regimes during which such isolation is necessary (see 7.2.1).

l. Delete the existing text of 9.3.6 and insert in lieu thereof the following:

9.3.6 *Loading information.* The aeroplane weight empty and the corresponding centre of gravity position, determined in accordance with 2.2.4, shall be recorded, together with the reference point and datum lines to which the centre of gravity limits are related.

m. Delete 9.3.7.

[F. R. Doc. 50-9638; Filed, Nov. 2, 1950; 8:45 a. m.]

[Docket No. 4228 et al.]

PAN AMERICAN AIRWAYS, INC., AND TRANS WORLD AIRLINES, INC.; PHILADELPHIA-TRANSATLANTIC SERVICE CASE

NOTICE OF HEARING

In the matter of the temporary suspension of transatlantic service by Pan American Airways, Inc., and Trans World Airlines, Inc., at Philadelphia, Pennsylvania.

Notice is hereby given pursuant to the Civil Aeronautics Act of 1938, as amended, particularly sections 401 (h), 404 (b) and 1001 of said act, that the above-indicated proceeding is assigned for hearing November 13, 1950, at 10:00 a. m., e. s. t., in Conference Room C, Departmental Auditorium, Constitution Avenue between 12th and 14th Streets NW., Washington, D. C., before Examiner Herbert K. Bryan.

Without limiting the scope of the issues to be considered, particular attention will be directed to the following matters:

1. Whether public convenience and necessity require the suspension of transatlantic service by Pan American Airways, Inc., and Trans World Airlines, Inc., at Philadelphia, Pennsylvania, and

2. Whether Pan American Airways, Inc., and Trans World Airlines, Inc., have discriminated against the City of Philadelphia in violation of section 404 (b) of the act.

Notice is further given that any person other than the parties of record desiring to be heard in this proceeding shall file with the Board on or before November 13, 1950, a statement setting forth the issues of fact or law which he desires to controvert.

For further details with respect to this proceeding, interested parties are referred to the pertinent orders of the Civil Aeronautics Board on file in the docket.

Dated at Washington, D. C., October 30, 1950.

By the Civil Aeronautics Board.

[SEAL] M. C. MULLIGAN, *Secretary.*

[F. R. Doc. 50-9776; Filed, Nov. 2, 1950; 8:51 a. m.]

[Docket No. SA-221]

INVESTIGATION OF ACCIDENT AT WASHINGTON NATIONAL AIRPORT

NOTICE OF HEARING

In the matter of investigation of accident involving aircraft of United States Registry N-1661M, which occurred at Washington National Airport, Washington, D. C., on October 2, 1950.

Notice is hereby given, pursuant to the Civil Aeronautics Act of 1938, as amended, particularly section 702 of said act, in the above-entitled proceeding that hearing is hereby assigned to be held on Tuesday, November 7, 1950, at 9:00 a. m. (local time), in Coral Gables City Hall, City Commissioners' Room,

Le Juene Road and Coral Way, Coral Gables, Florida.

Dated at Washington, D. C., October 27, 1950.

[SEAL] RUSSELL A. POTTER,
Presiding Officer.

[F. R. Doc. 50-9777; Filed, Nov. 2, 1950; 8:51 a. m.]

COMMITTEE FOR RECIPROCITY INFORMATION

AMENDMENT TO STATEMENT OF ORGANIZATION AND FUNCTIONS

Executive Order 10170, issued October 12, 1950 (15 F. R. 6901), amended Executive Order 10082, issued October 5, 1949 (14 F. R. 6105), to provide that the Secretary of the Interior shall be represented on the Committee for Reciprocity Information. The statement of Organization and Functions of the Committee for Reciprocity Information (15 F. R. 37) is therefore amended by revising section 3 to read as follows:

SEC. 3. *Organization.* The Committee consists of a Commissioner of the United States Tariff Commission, who is designated by the Chairman of the Commission, and of persons designated from their respective agencies by the Secretary of State, the Secretary of the Treasury, the Secretary of Defense, the Secretary of the Interior, the Secretary of Agriculture, the Secretary of Commerce, the Secretary of Labor, and the Administrator for Economic Cooperation.[1] The Commissioner from the Tariff Commission is the Chairman of the Committee. The Committee may invite the participation in its activities of other government agencies in any manner consistent with relevant legislation and Executive Order 10082. The Committee may from time to time designate such subcommittees, and prescribe such procedures and rules and regulations, as it may deem necessary for the conduct of its functions.

NOTE: For amendment to statement of rules of procedure of the Committee for Reciprocity Information, see Title 15, Chapter VII, § 702.2, in Rules and Regulations section, *supra*.

EDWARD YARDLEY,
Executive Secretary.

[F. R. Doc. 50-9741; Filed, Nov. 2, 1950; 8:46 a. m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket No. 8381]

GILA BROADCASTING CO.

ORDER CONTINUING HEARING

In re application of Gila Broadcasting Company, Winslow, Arizona; Docket No. 8381, File No. B5-P-5406; for construction permit.

The Commission having under consideration a petition filed October 20, 1950 by the Gila Broadcasting Company, Winslow, Arizona, requesting a continuance of the hearing on the above-entitled application, for a period of sixty days from the presently scheduled date of November 1, 1950, in order to allow applicant's consulting engineer time to prepare a revised engineering prosposal and amendment, presently under consideration by applicant, which may obviate the necessity of a hearing herein; and

It appearing that no opposition to this petition has been filed by the General Counsel and there are no other parties to this proceeding, and that good cause has been shown for granting this petition;

It is therefore ordered, This 27th day of October 1950, that the petition of the Gila Broadcasting Company be and it is hereby granted and the hearing herein is continued to January 2, 1951, at 10:00 a. m., in Washington, D. C.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] T. J. SLOWIE,
Secretary.

[F. R. Doc. 50-9771; Filed, Nov. 2, 1950; 8:51 a. m.]

[Docket No. 9707]

ASHBACKER RADIO CORP. (WKBZ)

ORDER CONTINUING HEARING

In the matter of Ashbacker Radio Corporation (WKBZ), Muskegon, Michigan; Docket No. 9707, File No. BP-7340; for construction permit to increase power, install new transmitter, etc.

The Commission having under consideration a petition filed on October 20, 1950, by Ashbacker Radio Corporation, licensee of Station WKBZ, Muskegon, Michigan, requesting that the hearing in the above-entitled proceeding, now scheduled to commence on November 6, 1950, be continued for a period of approximately 30 days; and

It appearing, that the time within which opposition to said petition could be filed has expired and that no opposition thereto has been received; and

It further appearing, that there is pending before the Commission this applicant's petition for reconsideration and grant, dated August 18, 1950, and the applicant's petition for consolidation of its application with the application of the National Broadcasting Company (KOA), Denver, Colorado (File No. B5-P-4685, Docket No. 9267); and that the public interest would be served by a postponement of the hearing herein pending Commission action on the two aforesaid petitions;

It is ordered, This 27th day of October 1950, that the petition of Ashbacker Radio Corporation (WKBZ) for a continuance of the hearing herein, is hereby granted, and the hearing in the above-entitled matter, is hereby continued, to December 7, 1950.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] T. J. SLOWIE,
Secretary.

[F. R. Doc. 50-9772; Filed, Nov. 2, 1950; 8:51 a. m.]

[Docket No. 9696]

RADIO SUMTER

ORDER CONTINUING HEARING

In re application of J. A. Gallimore & Hugh H. Wells, A Partnership d/b as Radio Sumter, Sumter, South Carolina; Docket No. 9696, File No. BP-7617; for construction permit.

The Commission having under consideration a petition filed on October 17, 1950, by Radio Sumter, requesting that the hearing herein be continued for a period of 60 days or such other period as will suit the convenience of the Commission; and

It appearing, that the General Counsel of the Commission has waived the four-day requirement of § 1.745 of the Commission's rules and regulations so as to permit immediate consideration of said petition, and has consented to a grant of the petition; and

It further appearing, that there is pending before the Commission a petition on behalf of this applicant requesting reconsideration of the Commission's order designating its application for hearing and for a grant of the same without hearing; and

It further appearing, that it would be sound administration to continue the hearing herein indefinitely, pending the Commission's action on the petition for reconsideration now before it;

It is ordered, This 27th day of October 1950, that the petition of Radio Sumter for a continuance of the hearing herein, is hereby granted, and the hearing, is hereby continued indefinitely.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] T. J. SLOWIE,
Secretary.

[F. R. Doc. 50-9773; Filed, Nov. 2, 1950; 8:51 a. m.]

[Docket No. 9712]

CECIL W. ROBERTS

ORDER CONTINUING HEARING

Cecil W. Roberts (KREI), Farmington, Missouri; Docket No. 9712, File No. BP-7572; for construction permit to change frequency.

The Commission having under consideration a petition filed October 23, 1950, by Cecil W. Roberts, licensee of Station KREI, requesting indefinite continuance of the hearing in the above-entitled proceeding, now scheduled to commence November 9, 1950, in Washington, D. C.; and

It appearing, that an engineering study is in preparation which indicates that the proposed change in the facilities of KREI will not cause interference to Station KXIC, Iowa City, Iowa, a party to the above-entitled proceeding, and such engineering study, together with a Petition for Reconsideration and Grant, shortly will be submitted to the Commission; and

It further appearing, that counsel for Station KXIC and Commission counsel have informally consented to an immediate consideration and grant of the petition for continuance;

[1] Under Executive Order 10082, members of the Interdepartmental Committee on Trade Agreements or their alternates are the members of the Committee for Reciprocity Information.

It is ordered, This 27th day of October 1950, that the petition be, and it is hereby, granted; and the hearing herein presently scheduled for November 9, 1950, be, and it is hereby continued to a date to be fixed by subsequent order.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] T. J. SLOWIE,
Secretary.

[F. R. Doc. 50-9774; Filed, Nov. 2, 1950; 8:51 a. m.]

[Docket No. 9700]

SOUTHERN TIER RADIO SERVICE, INC. (WINR)

ORDER CONTINUING HEARING

In re application of Southern Tier Radio Service, Inc. (WINR), Binghamton, New York; Docket No. 9700, File No. BP-7619; for construction permit.

The Commission having under consideration a motion, filed by the applicant on October 20, 1950, for indefinite continuance of the hearing now scheduled for November 6, 1950; and

It appearing from the motion and the Commission's records that the applicant has heretofore filed a Petition for Reconsideration and Grant Without Hearing which is awaiting consideration and action by the Commission; and there being no opposition to the motion for continuance.

It is ordered, This 27th day of October 1950, that the motion is granted, and the hearing presently scheduled for November 6, 1950 is continued without date until further order herein.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] T. J. SLOWIE,
Secretary.

[F. R. Doc. 50-9775; Filed, Nov. 2, 1950; 8:51 a. m.]

FEDERAL POWER COMMISSION

[Docket No. G-1509]

MISSOURI CENTRAL NATURAL GAS CO.

NOTICE OF APPLICATION

OCTOBER 30, 1950.

Take notice that Missouri Central Natural Gas Company (Applicant), a Missouri corporation having its principal office in Macon, Missouri, filed on October 16, 1950, an application pursuant to sections 7 (a) and 7 (c) of the Natural Gas Act, as amended, for (1) an order directing Panhandle Eastern Pipe Line Company to establish physical connection of its transportation facilities with the facilities to be constructed by Applicant and to sell natural gas to it from a point of connection on Panhandle Eastern's line near Hannibal, Missouri, and (2) the issuance of a certificate of public convenience and necessity authorizing the construction and operation of approximately 60 miles of 6-inch I. D. gas transmission pipe line extending from Hannibal to Macon, Missouri, together with measuring and regulating stations and extensions to connect the same with distribution systems in Macon, Clarence, Shelbina and Monroe City, Missouri.

Applicant states the area proposed to be served with natural gas has a population of approximately 11,900; that commencing with the first year the estimated number of customers to be served will increase from 1,388 to 2,600 in the fifth year, with the maximum day use increasing from 1,120 Mcf in the first year to 2,925 Mcf in the fifth year and with annual sales increasing from 165,200 Mcf in the first year to 616,100 Mcf in the fifth year; that revenues from gas sales will increase from $130,093 in the first year to $351,293 in the fifth year.

The estimated over-all capital cost of the proposed construction is $1,200,000 (transmission system—$741,602; distribution systems—$205,300; general plant additions—$19,000; engineering, contingencies, commissions and interest during construction—$193,180; additional working capital—$40,918). Construction will be financed from the sale of first mortgage bonds in the amount of $1,000,000, and 2,000 shares of 5 percent preferred stock with par value of $100 per share.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D. C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before the 16th day of November 1950. The application is on file with the Commission for public inspection.

[SEAL] LEON M. FUQUAY,
Secretary.

[F. R. Doc. 50-9730; Filed, Nov. 2, 1950; 8:45 a. m.]

INTERSTATE COMMERCE COMMISSION

[4th Sec. Application 25496, Amdt.]

SUPERPHOSPHATE FROM THE SOUTH TO ATLAS, MO.

APPLICATION FOR RELIEF

OCTOBER 31, 1950.

The Commission is in receipt of the above-entitled and numbered application for relief from the long-and-short-haul provision of section 4 (1) of the Interstate Commerce Act.

Filed by: R. E. Boyle, Jr., Agent, for and on behalf by carriers parties to Agent C. A. Spaninger's tariff I. C. C. No. 1180.

Commodities involved: Superphosphate, carloads.

From: Points in the south.

To: Atlas, Mo.

Grounds for relief: Circuitous routes.

Schedules filed containing proposed rates: C. A. Spaninger's tariff I. C. C. No. 1180, Supplement 9.

Any interested person desiring the Commission to hold a hearing upon such application shall request the Commission in writing so to do within 15 days from the date of this notice. As provided by the general rules of practice of the Commission, Rule 73, persons other than applicants should fairly disclose their interest, and the position they intend to take at the hearing with respect to the application. Otherwise the Commission, in its discretion, may proceed to investigate and determine the matters involved in such application without further or formal hearing. If because of an emergency a grant of temporary relief is found to be necessary before the expiration of the 15-day period, a hearing, upon a request filed within that period, may be held subsequently.

By the Commission, Division 2.

[SEAL] W. P. BARTEL,
Secretary.

[F. R. Doc. 50-9736; Filed, Nov. 2, 1950; 8:46 a. m.]

[4th Sec. Application 25536]

GLYCERINE FROM TEXAS TO VIRGINIA

APPLICATION FOR RELIEF

OCTOBER 31, 1950.

The Commission is in receipt of the above-entitled and numbered application for relief from the long-and-short-haul provision of section 4 (1) of the Interstate Commerce Act.

Filed by: D. Q. Marsh, Agent, for and on behalf of carriers parties to his tariff I. C. C. No. 3752.

Commodities involved: Glycerine, carloads.

From: Houston and Dallas, Tex.

To: Ampthill and Deep Run Spur, Va.

Grounds for relief: Competition with rail carriers and circuitous routes.

Schedules filed containing proposed rates: D. Q. Marsh's tariff I. C. C. No. 3752, Supplement 507.

Any interested person desiring the Commission to hold a hearing upon such application shall request the Commission in writing so to do within 15 days from the date of this notice. As provided by the general rules of practice of the Commission, Rule 73, persons other than applicants should fairly disclose their interest, and the position they intend to take at the hearing with respect to the application. Otherwise the Commission, in its discretion, may proceed to investigate and determine the matters involved in such application without further or formal hearing. If because of an emergency a grant of temporary relief is found to be necessary before the expiration of the 15-day period, a hearing, upon a request filed within that period, may be held subsequently.

By the Commission, Division 2.

[SEAL] W. P. BARTEL,
Secretary.

[F. R. Doc. 50-9737; Filed, Nov. 2, 1950; 8:46 a. m.]

[4th Sec. Application 25537]

SUGAR FROM WILMINGTON, N. C., TO KNOXVILLE, TENN.

APPLICATION FOR RELIEF

OCTOBER 31, 1950.

The Commission is in receipt of the above-entitled and numbered application for relief from the long-and-short-haul provision of section 4 (1) of the Interstate Commerce Act.

Filed by: R. E. Boyle, Jr., Agent, for and on behalf of carriers parties to Agent W. P. Emerson, Jr.'s tariff I. C. C. No. 380.

Commodities involved: Sugar, carloads.

From: Wilmington, N. C.

To: Knoxville, Tenn.

Grounds for relief: Circuitous routes.

Schedules filed containing proposed rates: W. P. Emerson, Jr.'s tariff I. C. C. No. 380, Supplement 88.

Any interested person desiring the Commission to hold a hearing upon such application shall request the Commission in writing so to do within 15 days from the date of this notice. As provided by the general rules of practice of the Commission, Rule 73, persons other than applicants should fairly disclose their interest, and the position they intend to take at the hearing with respect to the application. Otherwise the Commission, in its discretion, may proceed to investigate and determine the matters involved in such application without further or formal hearing. If because of an emergency a grant of temporary relief is found to be necessary before the expiration of the 15-day period, a hearing, upon a request filed within that period, may be held subsequently.

By the Commission, Division 2.

[SEAL] W. P. BARTEL, *Secretary.*

[F. R. Doc. 50-9738; Filed, Nov. 2, 1950; 8:46 a. m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 70-2492]

AMERICAN NATURAL GAS CO. AND MICHIGAN CONSOLIDATED GAS CO.

NOTICE OF FILING

At a regular session of the Securities and Exchange Commission, held at its office in the city of Washington, D. C., on the 27th day of October A. D. 1950.

Notice is hereby given that a joint application-declaration has been filed with this Commission, pursuant to the Public Utility Holding Company Act of 1935 ("act"), by American Natural Gas Company ("American Natural"), a registered holding company, and its public utility subsidiary, Michigan Consolidated Gas Company ("Michigan Consolidated"), with respect to a proposal by Michigan Consolidated to issue and sell additional first mortgage bonds and common stock. Applicants-declarants designate sections 6 (b), 9 (a), 10, 12 (f) and 12 (c) of the act and Rules U-42, U-43, and U-50, promulgated under the act as applicable to the proposed transactions.

All interested persons are referred to the application-declaration on file in the office of the Commission for a statement of the transactions therein proposed which are summarized as follows:

Michigan Consolidated proposes to issue and sell at competitive bidding, pursuant to the provisions of Rule U-50, $20,000,000 principal amount of First Mortgage Bonds, __ percent Series due 1975. The bonds are to be issued under and secured by the Company's Indenture of Mortgage and Deed of Trust dated March 1, 1944, as supplemented by Supplemental Indentures dated March 1, 1944, March 1, 1947, March 1, 1948, and a further Supplemental Indenture to be dated as of November 1, 1950. The interest rate on the bonds (which shall be a multiple of ⅛ of 1 percent) and the price, exclusive of accrued interest, to be paid the Company (which shall not be less than 100 percent nor more than 102.75 percent of the principal amount of said bonds) are to be determined by competitive bidding.

At or prior to the issuance and sale of the bonds Michigan Consolidated also proposes to issue and sell to its parent, American Natural, at the par value thereof, $14 per share, 428,574 shares of common stock for an aggregate consideration of $6,000,036. In order to make possible the foregoing transactions, Michigan Consolidated proposes to amend its Articles of Incorporation to increase the authorized number of shares of common stock from 3,500,000 shares to 4,200,000 shares, having a par value of $14 per share.

The application-declaration states that approximately $4,000,000 of the proceeds to be received from the proposed sale of bonds is to be deposited with the indenture trustee and be subject to withdrawal against certification of property additions in accordance with the terms of the indenture. The remainder of the net proceeds after deducting fees and expenses estimated at $166,500, to be received from the sale of bonds and common stock is to be used for the payment of the bank loan notes of Michigan Consolidated issued under the credit agreement dated August 23, 1950 in the principal amount of $15,000,000 plus such additional amounts as may be borrowed under said credit agreement, and to provide funds for the expansion of facilities and to reimburse the treasury of Michigan Consolidated for expenditures made for that purpose.

The application-declaration further states that the proposed issuance and sale of bonds and common stock by Michigan Consolidated are subject to the jurisdiction of the Michigan Public Service Commission, that appropriate authorization of that Commission is to be obtained, that a certified copy of that Commission's order of authorization is to be filed in this proceeding, and that no other regulatory authority except the Securities and Exchange Commission has jurisdiction over the proposed transactions.

The application-declaration also states that the proposed issuance and sale of common stock by Michigan Consolidated to American Natural is exempt from the competitive bidding requirements of Rule U-50 by virtue of the provisions of paragraph (a) (3) of the rule, and that the proposed retirement of bank loan notes by Michigan Consolidated is exempt from the provisions of section 12 (c) of the act and Rule U-42 by virtue of the provisions of paragraph (b) (2) of that rule.

It is requested that the period prescribed in Rule U-50 for inviting bids for the bonds be shortened from ten to six days, and that the Commission enter an order, to become effective upon its issuance, on or before November 6, 1950, granting and permitting to become effective said application-declaration.

Notice is hereby further given that any interested person may not later than November 6, 1950, at 12:00 Noon, e. s. t., request in writing that a hearing be held with respect to the application-declaration, stating the nature of his interest, the reason for such request and the issues of fact or law raised by said application-declaration which he desires to controvert or may request that he be notified if the Commission orders a hearing with respect thereto. Any such request should be addressed: Secretary, Securities and Exchange Commission, 425 Second Street NW., Washington 25, D. C. At any time on or after November 6, 1950, said application-declaration, as filed or as amended, may be granted or permitted to become effective as provided in Rule U-23 of the rules and regulations promulgated under the act, or the Commission may exempt the proposed transactions as provided in Rule U-20 (a) and Rule U-100 thereof.

By the Commission.

[SEAL] NELLYE A. THORSEN, *Assistant Secretary.*

[F. R. Doc. 50-9735; Filed, Nov. 2, 1950; 8:46 a. m.]

DEPARTMENT OF JUSTICE

Office of Alien Property

AUTHORITY: 40 Stat. 411, 55 Stat. 839, Pub. Laws 322, 671, 79th Cong., 60 Stat. 50, 925; 50 U. S. C. and Supp. App. 1, 616; E. O. 9193, July 6, 1942, 3 CFR, Cum. Supp., E. O. 9567, June 8, 1945, 3 CFR, 1945 Supp., E. O. 9788, Oct. 14, 1946, 11 F. R. 11981.

[Vesting Order 15230]

JOHN SCHAAF

In re: Estate of John Schaaf, deceased. File No. D-28-12749; E. T. sec. 16926.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Anton Simon Schaaf and Gretel Heland, nee Schaaf, whose last known address is Germany, are residents of Germany and nationals of a designated enemy country (Germany);

2. That all right, title, interest and claim of any kind or character whatsoever of the persons named in subparagraph 1 hereof in and to the estate of John Schaaf, deceased, is property payable or deliverable to, or claimed by, the aforesaid nationals of a designated enemy country (Germany);

3. That such property is in the process of administration by Gertrude Geist, as administratrix, acting under the judicial supervision of the County Court, Hudson County, Probate Division, New Jersey;

and it is hereby determined:

4. That to the extent that the persons named in subparagraph 1 hereof are not within a designated enemy country, the national interest of the United States

requires that such persons be treated as nationals of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on October 16, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-9742; Filed, Nov. 2, 1950; 8:46 a. m.]

[Vesting Order 15305]

CHARLOTTE VON LIEBERT ET AL.

In re: Rights of Charlotte von Liebert, nee Dittmer, et al., under insurance contracts. File Nos. F-28-6724-H-1, 2, 3.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Charlotte von Liebert, nee Dittmer, Werner von Destinon and Richard von Destinon, whose last known address is Germany, are residents of Germany and nationals of a designated enemy country (Germany);

2. That the net proceeds due or to become due under contracts of insurance evidenced by policies Nos. 514,433, 1,693,-144, and 1,858,019, issued by The Mutual Life Insurance Company of New York, New York, New York, to Carlos (Charles) Dittmer, together with the right to demand, receive and collect said net proceeds, is property within the United States owned or controlled by, payable or deliverable to, held on behalf of, or on account of, or owing to, or which is evidence of ownership or control by, the aforesaid nationals of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the persons named in subparagraph 1 hereof are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on October 23, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-9743; Filed, Nov. 2, 1950; 8:46 a. m.]

[Vesting Order 15307]

ANNA MENZEL

In re: Rights of Anna Menzel under insurance contract. File No. F-28-23298-H-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Anna Menzel, whose last known address is Germany, is a resident of Germany and a national of a designated enemy country (Germany);

2. That the net proceeds due or to become due under a contract of insurance evidenced by policy No. 9267, issued by the Workmen's Benefit Fund of the U. S .A., Brooklyn, New York, to Gustav Menzel, together with the right to demand, receive and collect said net proceeds, is property within the United States owned or controlled by, payable or deliverable to, held on behalf of, or on account of, or owing to, or which is evidence of ownership or control by, the aforesaid national of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the person named in subparagraph 1 hereof is not within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on October 23, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-9745; Filed, Nov. 2, 1950; 8:47 a. m.]

[Vesting Order 15306]

KAME AND KAMA MATSUDA

In re: Rights of Kame Matsuda and Kama Matsuda under insurance contract. File No. F-39-3156-H-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Kame Matsuda and Kama Matsuda, whose last known address is Japan, are residents of Japan and nationals of a designated enemy country (Japan);

2. That the net proceeds due or to become due under a contract of insurance evidenced by policy No. 506,043, issued by the Sun Life Assurance Company of Canada, Montreal, Quebec, Canada, to Kame Matsuda, together with the right to demand, receive and collect said net proceeds (including without limitation the right to proceed for collection against branch offices and legal reserves maintained in the United States), is property within the United States owned or controlled by, payable or deliverable to, held on behalf of, or on account of, or owing to, or which is evidence of ownership or control by, Kame Matsuda or Kama Matsuda, the aforesaid nationals of a designated enemy country (Japan);

and it is hereby determined:

3. That to the extent that the persons named in subparagraph 1 hereof are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Japan).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on October 23, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-9744; Filed, Nov. 2, 1950; 8:47 a. m.]

[Vesting Order 15308]

HANA MINABE

In re: Rights of Hana Minabe under insurance contract. File No. F-39-6757-H-1.

Under the authority of the Trading With the Enemy Act, as amended,

Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Hana Minabe, whose last known address is Japan, is a resident of Japan and a national of a designated enemy country (Japan);

2. That the net proceeds due or to become due under a contract of insurance evidenced by policy No. CS-7041, issued by the California-Western States Life Insurance Company, Sacramento, California, to Mumetaro Minabe together with the right to demand, receive and collect said net proceeds, is property within the United States owned or controlled by, payable or deliverable to, held on behalf of, or on account of, or owing to, or which is evidence of ownership or control by, the aforesaid national of a designated enemy country (Japan);

and it is hereby determined:

3. That to the extent that the person named in subparagraph 1 hereof is not within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Japan).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on October 23, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-9746; Filed, Nov. 2, 1950; 8:47 a. m.]

[Vesting Order 15309]

ANNA M. MULLER

In re: Rights of Anna M. Muller under insurance contract. File No. F-28-29903-H-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Anna M. Muller, whose last known address is Germany, is a resident of Germany and a national of a designated enemy country (Germany);

2. That the net proceeds due or to become due under a contract of insurance evidenced by policy No. 2,961,623, issued by The Northwestern Mutual Life Insurance Company, Milwaukee, Wisconsin, to Anna P. Nuss, together with the right to demand, receive and collect said net proceeds, is property within the United States owned or controlled by, payable or deliverable to, held on behalf of, or on account of, or owing to, or which is evidence of ownership or control by, the aforesaid national of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the person named in subparagraph 1 hereof is not within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on October 23, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-9747; Filed, Nov. 2, 1950; 8:47 a. m.]

[Vesting Order 15310]

BERTHA MULLER

In re: Rights of Bertha Muller under insurance contract. File No. F-28-22681-H-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Bertha Muller, whose last known address is Germany is a resident of Germany and a national of a designated enemy country (Germany);

2. That the net proceeds due or to become due under a contract of insurance evidenced by policy No. 3739693, issued by the New York Life Insurance Company, New York, New York, to Fred Muller, together with the right to demand, receive and collect said net proceeds, is property within the United States owned or controlled by, payable or deliverable to, held on behalf of, or on account of, or owing to, or which is evidence of ownership or control by, the aforesaid national of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the person named in subparagraph 1 hereof is not within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on October 23, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-9748; Filed, Nov. 2, 1950; 8:47 a. m.]

[Vesting Order 15316]

WILLY RINGELSBACHER

In re: Rights of Willy (William Friedrich) Ringelsbacher under insurance contract. File No. D-28-5568-H-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Willy (William Friedrich) Ringelsbacher, who on or since the effective date of Executive Order 8389, as amended, and on or since December 11, 1941, has been a resident of Germany, is a national of a designated enemy country (Germany);

2. That the net proceeds due or to become due under a contract of insurance evidenced by policy No. N 432 524, issued by the Aetna Life Insurance Company, Hartford, Connecticut, to Willy Ringelsbacher, together with the right to demand, receive and collect said net proceeds, is property within the United States owned or controlled by, payable or deliverable to, held on behalf of, or on account of, or owing to, or which is evidence of ownership or control by, the aforesaid national of a designated enemy country (Germany);

and it is hereby determined:

3. That the national interest of the United States requires that the said Willy (William Friedrich) Ringelsbacher be treated as a national of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have

the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on October 23, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-9749; Filed, Nov. 2, 1950; 8:47 a. m.]

[Vesting Order 15317]

MAX SCHMIDT-WEFERLINGEN

In re: Rights of Max Schmidt-Weferlingen under insurance contract. File No. F-28-24899-H-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Max Schmidt-Weferlingen, whose last known address is Germany, is a resident of Germany and a national of a designated enemy country (Germany);

2. That the net proceeds due or to become due under a contract of insurance evidenced by policy No. 267,819, issued by the Connecticut General Life Insurance Company, Hartford, Connecticut, to Max Schmidt-Weferlingen, together with the right to demand, receive and collect said net proceeds, is property within the United States owned or controlled by, payable or deliverable to, held on behalf of, or on account of, or owing to, or which is evidence of ownership or control by, the aforesaid national of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the person named in subparagraph 1 hereof is not within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on October 23, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-9750; Filed, Nov. 2, 1950; 8:48 a. m.]

[Vesting Order 15318]

LUDWIG SCHROEDER

In re: Rights of Ludwig Schroeder under insurance contracts. Files No. F-28-30838-H-1, H-2.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Ludwig Schroeder, whose last known address is Germany, is a resident of Germany and a national of a designated enemy country (Germany);

2. That the net proceeds due or to become due under contracts of insurance evidenced by policies No. 66,301,944 and 74,273,667 issued by The Prudential Insurance Company of America, Newark, New Jersey, to Ludwig Schroeder, together with the right to demand, receive and collect said net proceeds, is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by, the aforesaid national of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the person named in subparagraph 1 hereof is not within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on October 23, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-9751; Filed, Nov. 2, 1950; 8:48 a. m.]

[Vesting Order 15319]

MAX AND TONI SCHWEIDLER

In re: Rights of Max Schweidler and Toni Schweidler under insurance contracts. Files No. F-28-24334-H-1, H-2.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Max Schweidler and Toni Schweidler whose last known address is Germany, are residents of Germany and nationals of a designated enemy country (Germany);

2. That the net proceeds due or to become due under contracts of insurance evidenced by policies No. 7 615 339-B and 7 615 338-B issued by the Metropolitan Life Insurance Company, New York, New York, to Hans Schweidler, together with the right to demand, receive and collect said net proceeds, is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by, the aforesaid nationals of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the persons named in subparagraph 1 hereof are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany).

All determinations and all action by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on October 23, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-9752; Filed, Nov. 2, 1950; 8:48 a. m.]

[Vesting Order 15320]

ERNEST SEELER

In re: Rights of Ernest Seeler, also known as Charles Ernest Seeler, under insurance contract. File No. D-28-10595-H-2.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Ernest Seeler, also known as Charles Ernest Seeler, who, on or since the effective date of Executive Order 8389, as amended, and on or since December 11, 1941, has been a resident of Germany, is a national of a designated enemy country (Germany);

2. That the net proceeds due or to become due under a contract of insurance evidenced by policy No. NY 6,259,021, issued by the Sun Life Assurance Company of Canada, Montreal, Quebec, Canada, to Arthur Seeler, together with the right to demand, receive and collect said net proceeds (including without limitation the right to proceed for collection

against branch offices and legal reserves maintained in the United States), is property within the United States owned or controlled by, payable or deliverable to, held on behalf of, or on account of, or owing to, or which is evidence of ownership or control by, the aforesaid national of a designated enemy country (Germany);

and it is hereby determined:

3. That the national interest of the United States requires that the said Ernest Seeler, also known as Charles Ernest Seeler, be treated as a national of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on October 23, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-9753; Filed, Nov. 2, 1950; 8:48 a. m.]

[Vesting Order 15321]

TOSHIO SHINOHARA

In re: Rights of Toshio Shinohara under insurance contract. File No. F-39-6741-H-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Toshio Shinohara, whose last known address is Japan, is a resident of Japan and a national of a designated enemy country (Japan);

2. That the net proceeds due or to become due under a contract of insurance evidenced by policy No. 306,514, issued by The Manufacturers Life Insurance Company, Ltd., Toronto, Canada, to Toshio Shinohara, together with the right to demand, receive and collect said net proceeds (including without limitation the right to proceed for collection against branch offices and legal reserves maintained in the United States), is property within the United States owned or controlled by, payable or deliverable to, held on behalf of, or on account of, or owing to, or which is evidence of ownership or control by, the aforesaid national of a designated enemy country (Japan);

and it is hereby determined:

3. That to the extent that the person named in subparagraph 1 hereof is not within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Japan).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on October 23, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-9754; Filed, Nov. 2, 1950; 8:48 a. m.]

[Vesting Order 15322]

MARY SIEGEL

In re: Rights of Mary Siegel under insurance contracts. File Nos. F-28-24343-H-1, 2, 3.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Mary Siegel, whose last known address is Germany, is a resident of Germany and a national of a designated enemy country (Germany);

2. That the net proceeds due or to become due under contracts of insurance evidenced by policy Nos. 72885818, 75925862 and 109859516, issued by the Metropolitan Life Insurance Company, New York, New York, to Mary Siegel, together with the right to demand, receive and collect said net proceeds, is property within the United States owned or controlled by, payable or deliverable to, held on behalf of, or on account of, or owing to, or which is evidence of ownership or control by, the aforesaid national of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the person named in subparagraph 1 hereof is not within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on October 23, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-9755; Filed, Nov. 2, 1950; 8:48 a. m.]

[Vesting Order 15323]

MARCELLE SOLBRIG

In re: Trust under will of Marcelle Solbrig, deceased. File 017-25812.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Mrs. Martha Bauer, Werner Bauer and Oskar Bauer, whose last known address is Germany, are residents of Germany and nationals of a designated enemy country (Germany);

2. That all right, title, interest and claim of any kind or character whatsoever of the persons named in subparagraph 1 hereof, and each of them, in and to the trust created under the will of Marcelle Solbrig, deceased, is property payable or deliverable to, or claimed by the aforesaid nationals of a designated enemy country (Germany);

3. That such property is in the process of administration by Mable W. Raimey, Successor-Trustee, acting under the judicial supervision of the County Court of Milwaukee County, State of Wisconsin,

and it is hereby determined:

4. That to the extent that the persons named in subparagraph 1 hereof, are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been mada and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on October 23, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-9756; Filed, Nov. 2, 1950; 8:48 a. m.]

[Vesting Order 15327]

KUMAZO SUZUKI

In re: Rights of Kumazo Suzuki under insurance contract. File No. F-39-6405-H-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Kumazo Suzuki, whose last known address is Japan, is a resident of Japan and a national of a designated enemy country (Japan);

2. That the net proceeds due or to become due under a contract of insurance evidenced by policy No. 1,486,499, issued by the Sun Life Assurance Company of Canada, Montreal, Quebec, Canada, to Tomio Ike, together with the right to demand, receive and collect said net proceeds (including without limitation the right to proceed for collection against branch offices and legal reserves maintained in the United States), is property within the United States owned or controlled by, payable or deliverable to, held on behalf of, or on account of, or owing to, or which is evidence of ownership or control by, the aforesaid national of a designated enemy country (Japan);

and it is hereby determined:

3. That to the extent that the person named in subparagraph 1 hereof is not within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Japan).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, is to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on October 23, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-9753; Filed, Nov. 2, 1950; 8:49 a. m.]

[Vesting Order 15326]

ANNA SENGSTAKEN STOVER

In re: Rights of Anna Sengstaken Stover under insurance contracts. File Nos. F-28-24361-H-1, H-2.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Anna Sengstaken Stover, whose last known address is Germany, is a resident of Germany and a national of a designated enemy country (Germany);

2. That the net proceeds due or to become due under contracts of insurance evidenced by policies Nos. 101154833 and 101154834, issued by the Metropolitan Life Insurance Company, New York, New York, to Anna Sengstaken Stover, together with the right to demand, receive and collect said net proceeds, is property within the United States owned or controlled by, payable or deliverable to, held on behalf of, or on account of, or owing to, or which is evidence of ownership or control by, the aforesaid national of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the person named in subparagraph 1 hereof is not within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on October 23, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-9757; Filed, Nov. 2, 1950; 8:49 a. m.]

[Vesting Order 15328]

HEDWIG TEGTMEYER

In re: Rights of Hedwig Tegtmeyer to a pension fund established by the New York Life Insurance Company. File No. F-28-22735-H-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Hedwig Tegtmeyer, whose last known address is Germany, is a resident of Germany and a national of a designated enemy country (Germany);

2. That the net proceeds due or to become due under a pension contract issued by the New York Life Insurance Company, New York, New York, in accordance with the provisions of the Employee's Pension Plan, to Hedwig Tegtmeyer, together with the right to demand, receive and collect said net proceeds, is property within the United States owned or controlled by, payable or deliverable to, held on behalf of, or on account of, or owing to, or which is evidence of ownership or control by, the aforesaid national of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the person named in subparagraph 1 hereof is not within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings, prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on October 23, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-9759; Filed, Nov. 2, 1950; 8:49 a. m.]

[Vesting Order 15329]

ARNOLD THODE

In re: Rights of Arnold Thode under insurance contracts. File Nos. F-28-24933-H-1, H-2, H-3.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Arnold Thode, who on or since the effective date of Executive Order 8389, as amended, and on or since December 11, 1941, has been a resident of Germany, is a national of a designated enemy country (Germany);

2. That the net proceeds due or to become due under contracts of insurance evidenced by policies Nos. 57604974, 57604975 and 57604976, issued by The Prudential Insurance Company of America, Newark, New Jersey, to Helmuth Thode, together with the right to demand, receive and collect said net proceeds, is property within the United States owned or controlled by, payable

or deliverable to, held on behalf of, or on account of, or owing to, or which is evidence of ownership or control by, the aforesaid national of a designated enemy country (Germany);

and it is hereby determined:

3. That the national interest of the United States requires that the said Arnold Thode be treated as a national of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on October 23, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-9760; Filed, Nov. 2, 1950; 8:49 a. m.]

[Vesting Order 15330]

HERMAN THOMAS

In re: Rights of the domiciliary personal representatives, heirs, next of kin, legatees and distributees, names unknown, of Herman Thomas, deceased, under insurance contract. File No. F-28-22741-H-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That the domiciliary personal representatives, heirs, next of kin, legatees and distributees, names unknown, of Herman Thomas, deceased, who there is reasonable cause to believe are residents of Germany, are nationals of a designated enemy country (Germany);

2. That the net proceeds due or to become due under a contract of insurance evidenced by policy No. 8,660,345, issued by the New York Life Insurance Company, New York, New York, to Herman Thomas, together with the right to demand, receive and collect said net proceeds, is property within the United States owned or controlled by, payable or deliverable to, held on behalf of, or on account of, or owing to, or which is evidence of ownership or control by, the aforesaid nationals of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the domiciliary personal representatives, heirs, next of kin, legatees and distributees, names unknown, of Herman Thomas, deceased, are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on October 23, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-9761; Filed, Nov. 2, 1950; 8:49 a. m.]

[Vesting Order 15331]

ROBERT HERMAN WAGNER

In re: Rights of Robert Herman Wagner under insurance contract. File No. F-28-24669-H-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Robert Herman Wagner, whose last known address is Germany, is a resident of Germany and a national of a designated enemy country (Germany);

2. That the net proceeds due or to become due under a contract of insurance evidenced by Policy No. 105307882, issued by the Metropolitan Life Insurance Company, New York, New York, to Robert Herman Wagner, together with the right to demand, receive and collect said net proceeds, is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or account of, or owing to, or which is evidence of ownership or control by, the aforesaid national of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the person named in subparagraph 1 hereof is not within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consulation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on October 23, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-9762; Filed, Nov. 2, 1950; 8:49 a. m.]

[Vesting Order 15332]

CARRIE WENDLER ET AL.

In re: Rights of Carrie Wendler et al. under insurance contract. File No. F-28-26734-H-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Carrie Wendler and Otto Alexander Wendler, whose last known address is Germany, are residents of Germany and nationals of a designated enemy country (Germany);

2. That the domiciliary personal representatives, heirs, next of kin, legatees and distributees, names unknown, of Otto Alexander Wendler, deceased, who there is reasonable cause to believe are residents of Germany, are nationals of a designated enemy country (Germany);

3. That the net proceeds due or to become due under a contract of insurance evidenced by policy No. 549 789, issued by The Equitable Life Assurance Society of the United States, New York, New York, to Otto Alexander Wendler, together with the right to demand, receive, and collect said net proceeds, is property within the United States owned or controlled by, payable or deliverable to, held on behalf of, or on account of, or owing to, or which is evidence of ownership or control by, the aforesaid nationals of a designated enemy country (Germany);

and it is hereby determined:

4. That to the extent that the persons named in subparagraph 1 hereof, and the domiciliary personal representatives, heirs, next of kin, legatees and distributees, names unknown, of Otto Alexander Wendler, deceased, are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to he held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on October 23, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-9763; Filed, Nov. 2, 1950; 8:49 a. m.]

[Vesting Order 15342]

MATTHEW FINKLER

In re: Estate of Matthew Finkler, deceased. File D-28-12070; E. T. sec. 16245.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Helena Finkler Zimmer, Johann Schmidt, Anna Schmidt, Barbara Lauer Schmidt, Peter Finkler, Angela Dellwing-Finkler, Maria Finkler, Matthias Finkler, Nicolaus Barth, Maria Weicherding-Barth, Katharina Mueller-Barth, Angela Barth, Anna Barth and Joseph Lichtmess, whose last known address is Germany, are residents of Germany and nationals of a designated enemy country (Germany);

2. That the children, names unknown, of Helena Finkler Zimmer, of Katharina Finkler Schmitt, deceased, of Johann Finkler, deceased, of Maria Finkler Barth, deceased, of Angela Finkler Holzer, deceased, and of Barbara Finkler Lichter, deceased, who there is reasonable cause to believe are residents of Germany, are nationals of a designated enemy country (Germany);

3. That all right, title, interest and claim of any kind or character whatsoever of the persons identified in subparagraphs 1 and 2 hereof, and each of them, in and to the estate of Matthew Finkler, deceased, is property payable or deliverable to, or claimed by the aforesaid nationals of a designated enemy country (Germany);

4. That such property is in the process of administration by Frank J. Romano, Executor, acting under the judicial supervision of the Probate Court of Cook County, State of Illinois,

and it is hereby determined:

5. That to the extent that the persons named in subparagraph 1 hereof and the children, names unknown, of Helena Finkler Zimmer, of Katharina Finkler Schmitt, deceased, of Johann Finkler, deceased, of Maria Finkler Barth, deceased, of Angela Finkler Holzer, deceased, and of Barbara Finkler Lichter, deceased, are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on October 25, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-9765; Filed, Nov. 2, 1950; 8:50 a. m.]

[Vesting Order 15333]

MARIA WENZLER

In re: Rights of Maria Wenzler under insurance contract. File F 28-24659 H-1 and H-2.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Maria Wenzler, whose last known address is Germany, is a resident of Germany and a national of a designated enemy country (Germany);

2. That the net proceeds due or to become due under contracts of insurance evidenced by Policy Nos. 101809807 and 597017M, issued by the Metropolitan Life Insurance Company, New York, New York, to Maria Wenzler, together with the right to demand, receive and collect said net proceeds, is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by, the aforesaid national of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the person named in subparagraph 1 hereof is not within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on October 23, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-9764; Filed, Nov. 2, 1950; 8:49 a. m.]

[Vesting Order 15350]

BETTY OBERMEIER

In re: Rights of Betty Obermeier under insurance contract. File No. F-28-24571-H-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Betty Obermeier, whose last known address is Germany, is a resident of Germany and a national of a designated enemy country (Germany);

2. That the net proceeds due or to become due under a contract of insurance evidenced by policy No. 106,187,431 issued by the Metropolitan Life Insurance Company, New York, New York, to Betty Obermeier, together with the right to demand, receive, and collect said net proceeds, is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by, the aforesaid national of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the person named in subparagraph 1 hereof is not within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on October 25, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-9768; Filed, Nov. 2, 1950; 8:50 a. m.]

[Vesting Order 15346]

LOTTE LEHA

In re: Rights of Lotte Leha under insurance contract. File No. F-28-24378-H-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Lotte Leha, who on or since the effective date of Executive Order 8389, as amended, and on or since December 11, 1941, has been a resident of Germany, is a national of a designated enemy country (Germany);

2. That the net proceeds due or to become due under a contract of insurance evidenced by policy No. 99 817 614, issued by the Metropolitan Life Insurance Company, New York, New York, to Lotte Leha, together with the right to demand, receive and collect said net proceeds, is property within the United States owned or controlled by, payable or deliverable to, held on behalf of, or on account of, or owing to, or which is evidence of ownership or control by, the aforesaid national of a designated enemy country (Germany);

and it is hereby determined:

3. That the national interest of the United States requires that the said Lotte Leha be treated as a national of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold, or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on October 25, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-9767; Filed, Nov. 2, 1950; 8:50 a. m.]

[Vesting Order 15345]

FRIEDA KNAUER

In re: Rights of Frieda Knauer under insurance contracts. File Nos. F-28-30791-H-1, H-2.

Under the authority of the Trading With the Enemy Act, as amended; Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Frieda Knauer, whose last known address is Germany, is a resident of Germany and a national of a designated enemy country (Germany);

2. That the net proceeds due or to become due under contracts of insurance evidenced by policies Nos. 97 825 267 and 97 825 268, issued by the Metropolitan Life Insurance Company, New York, New York, to Frieda Knauer, together with the right to demand, receive and collect said net proceeds, is property within the United States owned or controlled by, payable or deliverable to, held on behalf of, or on account of, or owing to, or which is evidence of ownership or control by, the aforesaid national of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the person named in subparagraph 1 hereof is not within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on October 25, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-9766; Filed, Nov. 2, 1950; 8:50 a. m.]

[Vesting Order 15351]

ROLF AND ELIZABETH OETKER

In re: Rights of Rolf Oetker and Elizabeth Oetker under insurance contract. File No. F 28-22691 H-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Rolf Oetker and Elizabeth Oetker, whose last known address is Germany, are residents of Germany and nationals of a designated enemy country (Germany);

2. That the net proceeds due or to become due under a contract of insurance evidenced by Policy No. 11 299 699 issued by the New York Life Insurance Company, New York, New York, to Rolf Oetker, together with the right to demand, receive and collect said net proceeds, is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by Rolf Oetker or Elizabeth Oetker, the aforesaid nationals of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the persons named in subparagraph 1 hereof are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on October 25, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-9769; Filed, Nov. 2, 1950; 8:50 a. m.]

[Vesting Order 15352]

ELIZABETH PIATEK

In re: Rights of Elizabeth Piatek under insurance contract; File No. F-28-24560-H-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Elizabeth Piatek, whose last known address is Germany, is a resident of Germany and a national of a designated enemy country (Germany);

2. That the net proceeds due or to become due under a contract of insurance evidenced by policy No. 97301434 issued by the Metropolitan Life Insurance Company, New York, New York, to Elizabeth Piatek, together with the right to demand, receive and collect said net proceeds, is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by, the aforesaid national of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the person named in subparagraph 1 hereof is not

within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on October 25, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-9770; Filed, Nov. 2, 1950; 8:50 a. m.]